



# Glossop

## Active Travel Masterplan

March 2024

## Quality information

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## Revision History

Revision	Revision date	Details	Name	Position
01		First Issue (Draft)	Mike Loughrey	Senior Engineer
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# Contents Page

<b>1. Introduction</b>	<b>5</b>
<b>2. The Glossop Context</b>	<b>11</b>
<b>3. Site Audit</b>	<b>33</b>
<b>4. Engagement</b>	<b>37</b>
<b>5. Key Themes</b>	<b>43</b>
<b>6. Masterplan Proposals</b>	<b>49</b>
<b>7. Network Development</b>	<b>85</b>
<b>8. Behaviour Change Strategy</b>	<b>91</b>
<b>9. Evaluation Framework</b>	<b>98</b>
<b>10. Action Plan</b>	<b>105</b>

**Appendix A – Policy Review**

**Appendix B – Equality Impact Assessment**

**Appendix C – Site Audit Methodology**

**Appendix D – Glossop Site Audit Note**

# 1. Introduction

# 1. Introduction

**As part of its wider commitment to achieving Net Zero, Derbyshire County Council is investing in its pedestrian and cycle networks. This work will contribute to Derbyshire’s ambition to be the most connected and integrated county for cycling in England<sup>1</sup>, and the Government’s target that 50% of all trips in towns should be walked or cycled by 2030<sup>2</sup>.**

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1 Derbyshire Cycling Plan 2016-2030

2 Cycling and Walking Investment Strategy, 2022

Derbyshire County Council has already adopted a Local Cycling and Walking Infrastructure Plan, which was developed in collaboration with the neighbouring authorities of Derby, Nottingham, and Nottinghamshire (who together are forming a Combined Authority in 2024). Derbyshire County Council is now further developing its approach to walking and cycling through the development of town-specific Active Travel Masterplans.

This document forms the Active Travel Masterplan for Glossop. It offers a comprehensive strategy to encourage and support active and sustainable modes such as walking, wheeling, and cycling. The Active Travel Masterplan sets out the basis on which a significant increase in walking, wheeling, and cycling could be facilitated within the town through ambitious infrastructure investment, supported by a programme of travel behaviour change.

The aim of this Active Travel Masterplan is to make active travel safer, more convenient, and more appealing to a wider range of people. In doing so, it considers how Glossop can be made more accessible for all, supporting the needs of local residents and local businesses, whilst contributing to the cross-cutting Net Zero and public health agendas of Derbyshire County Council.

Each of the proposals contained in this Active Travel Masterplan has been tailored to the specific opportunities and challenges identified within Glossop. This draft document has been prepared following discussion with local elected representatives and community groups, **ahead of wider consultation scheduled for early 2024.**

The development of the Active Travel Masterplan has been funded by Active Travel England via the Capability and Ambition Fund. It is intended that schemes identified within the Glossop Active Travel Masterplan would be submitted to Active Travel England as part of further (and separate) Active Travel Fund tranches. Notwithstanding this, this Active Travel Masterplan has been developed to be flexible such that its components could be taken forward individually if alternative funding becomes available either at local, regional, or national level.



Figure 01: The Glossop Site Area

## The town of Glossop

Glossop is a market town in the High Peak. It acts as a gateway both to the Peak District National Park, and also Greater Manchester, with the town settled amongst the surrounding landscape and connected via various recreational routes which attracts a visitor population. Glossop is a historic mill town and has retained much of its traditional character with stone buildings and remnants of its industrial legacy. The town (and immediate area) has a population of around 27,000 (Census 2021) and is part of a group of settlements known collectively as Glossopdale. The study area for the Glossop Active Travel Masterplan is shown in Figure 1.



Throughout this report, the term 'pedestrian' is taken to mean all people travelling on foot, people using mobility aids, and people with mobility, visual, sensory or cognitive impairments. It also includes people travelling with small children, those with buggies, or those carrying luggage and shopping. It is also noted that walking and wheeling trips will include those who may arrive in the town centre by private car (including taxi), bus and rail. All these pedestrians are to be considered in the design of an inclusive street environment.

## Methodology

The methodology used to develop the Active Travel Masterplan combines:

- desktop study work;
- site audits of the existing walking, wheeling and cycling networks; and
- engagement with local elected representatives and community groups.

Engagement has been undertaken in two stages: the first stage has been to speak with elected representatives and community organisations interested in active travel. **A second round of engagement will then be undertaken on the draft Active Travel Masterplan to test the ideas with a wider audience and to identify priorities.**

Based on the above a series of potential active travel network maps have been developed to enable scheme concept design.

The work has also made use of a series of design tests (as recommended by Active Travel England) to objectively measure the quality of active travel networks. These tests are described later in this report, and show the level of improvement that could be secured.



This report is arranged such that:

- **Section 2** examines the specific Glossop context to identify barriers and opportunities for active travel at a strategic level.
- **Section 3** provides a summary of the area-wide site audit which has been undertaken, the findings of which have informed the development of this Active Travel Masterplan.
- **Section 4** articulates the engagement strategy and the engagement that has been undertaken to date. It also charts a way forward if the project is taken forward.
- **Section 5** identifies a series of strategic themes which have been developed to address the problems and challenges within Glossop, and which build on the potential of the town.
- **Section 6** develops the themes in more detail and shows indicative design solutions. (A separate Components Guide has also been developed).
- **Section 7** identifies a potential active travel network and details the design tests that have been undertaken including porosity, mesh density, permeability and 'rat run'.
- **Section 8** provides a supporting Behavioural Change strategy that could be adopted to maximise the use of any infrastructure investment.
- **Section 9** provides a framework monitoring and evaluation strategy for the project, consistent with that already agreed for the D2N2 Local Cycling and Walking Infrastructure Plan.
- **Section 10** sets out an action plan for the Active Travel Masterplan.
- **Appendix A** – Policy Review
- **Appendix B** – Equality Impact Assessment
- **Appendix C** – Site Audit Methodology
- **Appendix D** – IGlossop Site Audit Notes

#### The Glossop Active Travel Masterplan:

- Develops the D2N2 Local Cycling and Walking Infrastructure Plan.
- Builds on the Derbyshire Key Cycle Network and Local Cycle Network.
- Supports Government's Net Zero ambition that 50% of all trips in towns should be walked or cycled by 2030.

- Supports Derbyshire County Council's Net Zero strategy and High Peak Borough Council's declared climate emergencies.
- Supports both the Derbyshire Local Transport Plan and High Peak Borough Council Local Plan objectives.

- Feeds into the forthcoming East Midlands Combined Authority Transport Plan.
- Supports the Derbyshire Health and Wellbeing Strategy's ambition to create healthy and sustainable places.

A full review of policy alignment is included in Appendix A.





## **2. The Glossop Context**

## 2. The Glossop Context

**This section provides an overview of the existing context of Glossop and identifies some of the influences on how people travel. This baseline information has been gathered through a desktop survey. Section 3 then summarises the results of a detailed walking, wheeling, and cycling audit conducted within the town as part of this study.**

### Equalities Impact Assessment

An initial Equality Impact Assessment is provided as Appendix B. *This will be developed further and made specific to Glossop within the finalised Active Travel Masterplan (following consultation on the draft in 2024).* Key headlines from the initial Equality Impact Assessment are that:

- The population of Glossop has a higher proportion of residents over the age of 65 (20.8%) than the national figure (18.4%). Older people are at greater risk of developing health conditions. It is therefore important that active travel such as cycling is encouraged amongst older people as this would improve both mental and physical health (Sustrans, 2019-A) and infrastructure related to the Active Travel Masterplan is designed with the need for accessibility in mind.
- 6.7% of the Glossop population have a disability that limits their day-to-day activities 'a lot' and 10.6% have a disability that limits their day-to-day activities 'a little', which means that 17.3% of the Glossop population has a disability (in line with the England average). A 2020 report from the Department for Transport found that only 55% of disabled adults had a full driving license compared to 83% of the non-disabled population. In addition, 39% of disabled people don't have access to a car, compared to 19% of the total population. This highlights the importance for alternative travel options for disabled people.
- According to the Indices of deprivation, in 2019, Glossop was in the top 40% of most deprived neighbourhoods in England. Glossop was in the top 20% of most deprived neighbourhoods for health and disability deprivation. People in more deprived areas are more likely to be impacted by air pollution, traffic collisions, and cost barriers associated with travel.
- A 2021 survey into perceptions of safety and experiences of harassment found that one in two women felt unsafe walking alone after dark in a quiet street near their home in comparison to one in seven men (ONS, 2021-B). Safety concerns when walking can result in women using public transport and relying on more expensive and less sustainable methods of transport such as taxis. As women make up 50.9% of the Derbyshire population, making active travel safer for women could result in an uptake of sustainable active transport modes.

It is important to recognise that older people and people with a disability won't simply be benefited by improvements to walking and wheeling. According to recent research by Transport for London (TfL), 78% of disabled people are able to cycle, while 15% sometimes use a bike to get around. Two out of three disabled cyclists, riding a bike is easier than walking; easing joint strain, aiding balance and relieving breathing difficulties<sup>1</sup>.

<sup>1</sup> <https://www.theguardian.com/cities/2018/jan/02/cambridge-disabled-people-cycling-rolling-walking-stick>

## Current Travel Patterns

The existing travel choices of those living in Glossop can be examined through the Census. In both 2011 and 2021, those living in Glossop were asked their usual mode of travel to work (a useful proxy for total trip patterns, though recognising that the Census dataset doesn't include trips associated with education, shopping, leisure etc).

The 2021 census occurred during the third national covid19 lockdown. This means that many jobs were furloughed (e.g. hospitality, leisure, retail) and others switched to home working (e.g. office staff). The proportion of people working at home in Glossop at the time of the 2011 census was 5.2% and this rose to 32.5% at the time of the 2021 census. Usage of public transport was also discouraged by the Government during the pandemic.

Figure 2 below shows the travel to work mode choices in both 2011 and 2021 of those who didn't work from home and demonstrate approximately 15% of Glossop residents' trips are by active modes.

## History

Glossop is a historic mill town and has retained much of its traditional character with stone buildings and industrial legacy. The town sits amongst a group of settlements collectively known as Glossopdale and has a population of around 27,000 (Source: NOMIS).

Glossop acts as a gateway both to the Peak District National Park, and also Greater Manchester with the town settled amongst the surrounding landscape and connected via various recreational routes which attracts a visitor population.

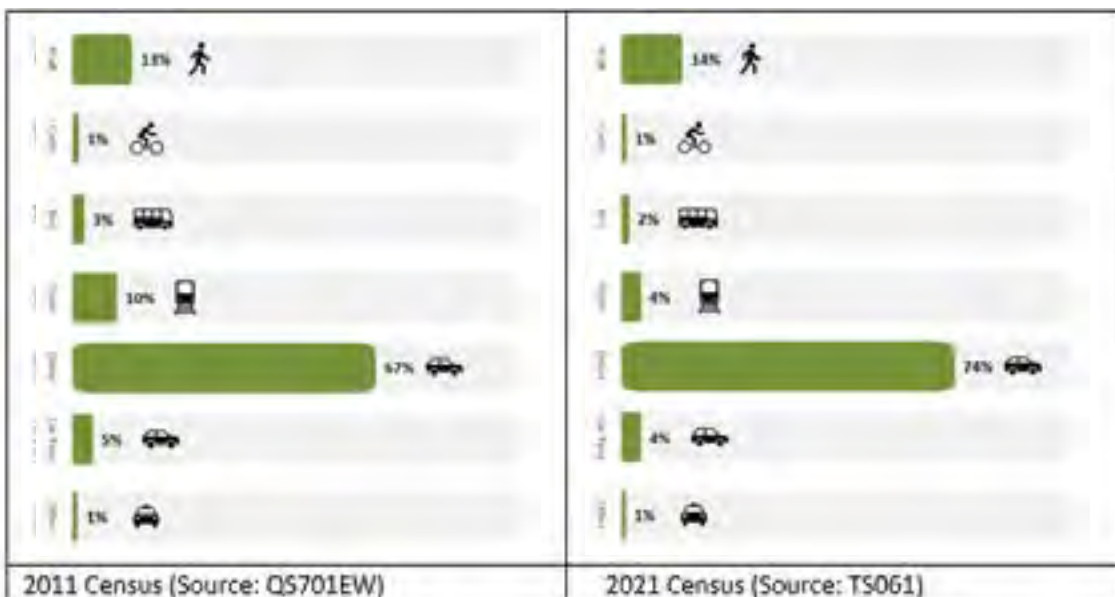


Figure 02: Travel to work mode choices in 2011 and 2021

## Settlement Structure

Glossop radiates from the historic core and spreads along the valleys and up slopes, partially coalescing with Hadfield which meets the town in the west. Broadbottom is located further along the railway line to the west, and the smaller village of Charlesworth to the south-west. Gamesley was developed in the 1960s as a residential overspill development for Manchester. The group of settlements are located within the Glossopdale sub-area as identified within the High Peak Adopted Local Plan (2016).

The topography has dictated much of the settlement structure of Glossopdale, with the steep rise and undulations creating a natural limit to the Glossop's expansion. The built environment has spread around these natural features, with fields, rises and open spaces breaking up the urban structure. Where land allows, more recent developments have extended the settlement boundary, often in the form of residential estates.

The A57 is a spine road through the town. This is a primary east-west corridor through the settlement, from which most other routes connect. It forms a central crossroads in the heart of the town where it meets the A624. The historic core is centred around Norfolk Square, the station, and the Town Hall.

Parts of Glossop have retained a narrow, winding street pattern as per the traditional settlement layout. Many of the later streets adopted rows of terraced housing which were built to accommodate the rapid expansion of the textile industry. More recent development presents as cul-de-sacs and lower density housing estates.

The railway line enters the town from the west and terminates in the centre. The railway line reduces connectivity to just a handful of locations

where roads pass under, or footways pass over, the line. Glossop Brook and Long Glough Brook are other features around which the settlement structure has been shaped.

Congestion on the infrastructure in and around Glossop is a major limiting factor in enabling growth and attracting investment to the area. The A57 has high vehicle volumes which reduces connectivity. This is arguably the primary barrier to town movement. The same can be said for the A624, albeit to a lesser extent.

Figure 03: Traditional housing styles within Glossop.



## Key Destinations

The purpose of this Active Travel Masterplan is to facilitate more walking, wheeling, and cycling for everyday journeys within Glossop. As such, key locations within the town have been mapped so that they can be compared with the existing pedestrian and cycling infrastructure, and to understand origin and destination points.

### Services & Facilities

The A57 is a spine road through the town, along which the town centre and most of the town's services are located. The town centre boundary stretches along High Street West and High Street East, either side of the crossroads. This captures most of the town's shops, restaurants, cafes and services. It is a key destination point. This area also includes the town hall, post office and railway station.

This riverside corridor also captures retail and commercial activity, including Howard Town Shopping. Larger retail sites include Howard Town (located off Victoria Street, alongside Glossop Brook) and Wren Nest Retail Park (located off the A57).

### Employment

Glossop is largely a commuter town, with many residents travelling outside the town for work (primarily Stockport, Tameside and Manchester).

Industry and light warehousing is on the flat land alongside Glossop Brook, notably at Dinting Lane Industrial Estate. The main industrial clusters are along the A57 through Glossop and south of the urban centre in Charlestown.

### Education

The main school in the area is Glossopdale School in Hadfield. Despite being outside of the study area, the majority of secondary school children in Glossop attend this school. The rest of the schools are distributed across the town.

### Leisure

The town centre is a key destination for residents and visitors. High Street West and High Street East are the primary destinations for shoppers, with a row of shops and a theatre located around Norfolk Square. Norfolk Square is a distinctive space at the heart of the town centre which is located on the crossroads of Norfolk Road and the High Street.

There are three Protected Major Parks within Glossop, including Manor Park, the Peoples Park and Howard Park, which are key leisure attractors.

Glossop itself is a town popular for walkers, ramblers, cyclists and visitors to the Peak District. The surrounding countryside is a key trip attractor and also provides amenity value to the local population. It is accessible through a network of footpaths, bridleways and cycle routes.

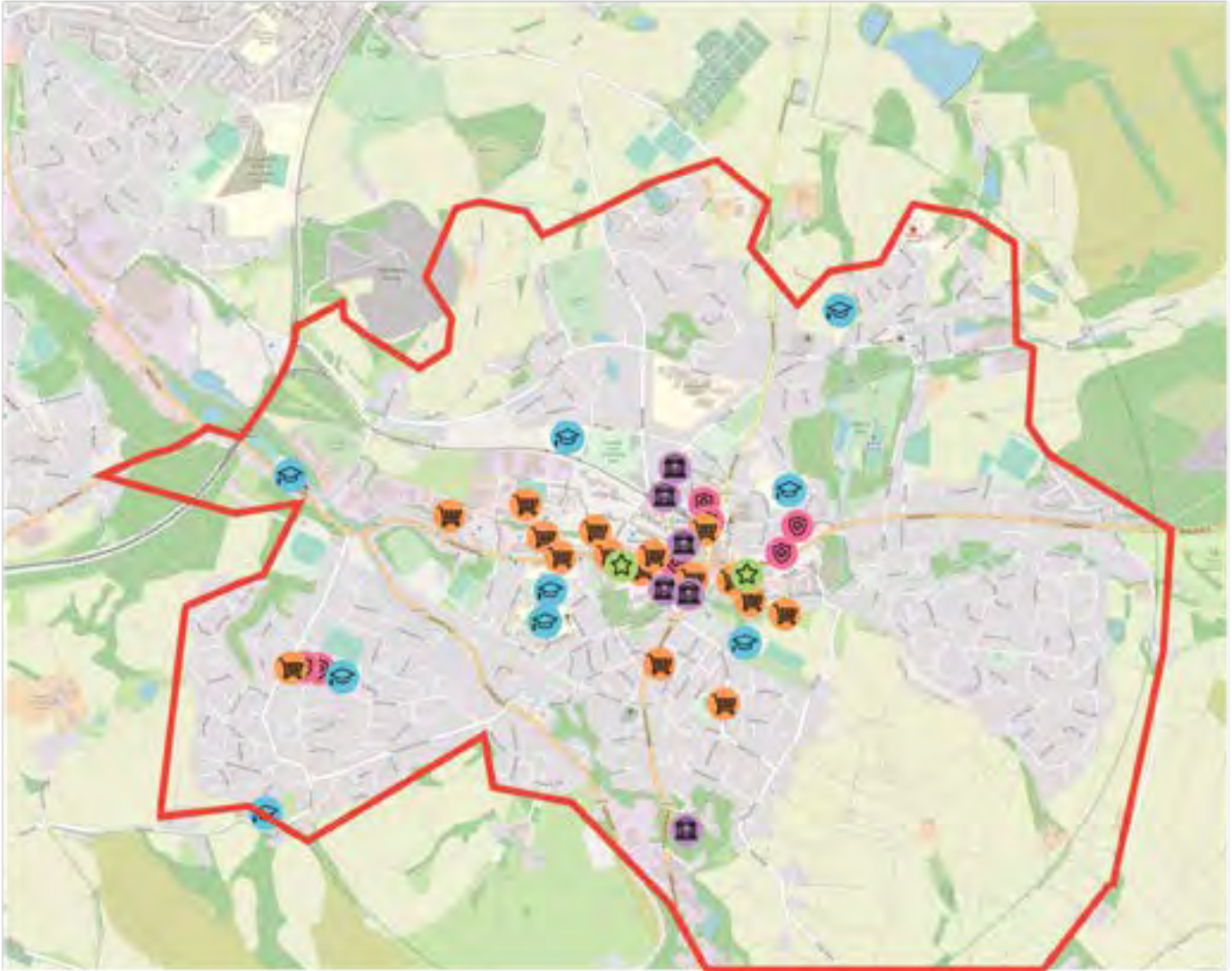


Figure 04: Key Destinations



## Transport Infrastructure

Despite being a commuter town, public transport links to surrounding areas are limited. The rail link provides access between Glossop, Hadfield and Manchester. Glossop station terminates centrally, by the town's crossroads. Dinting Station is inaccessibly located along Dinting Road on the western edge of the town boundary.

Glossop is served by various bus services which provides access through the town centre whilst looping into surrounding residential estates. For the most part these have designated stops whilst some residential streets are identified as 'Hail and Ride' routes. The route terminus points are located centrally, at the Market Hall, Henry Street and the Howard Arms.



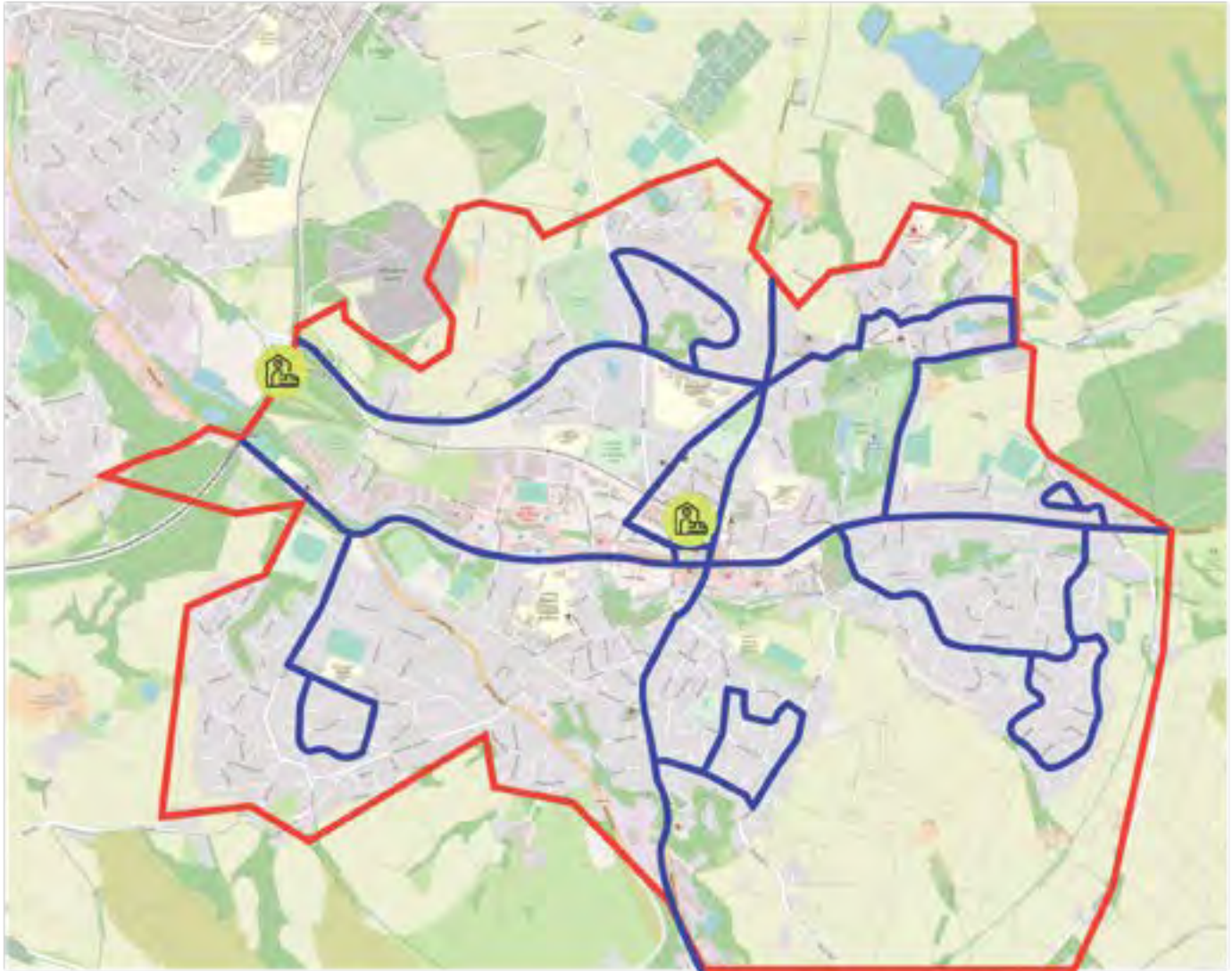


Figure 05: Local Public Transport Services



## **Planned Developments:**

The High Peak Adopted Local Plan area has been divided into three sub-areas. Glossop is located within the Glossopdale sub-area, which consists of Glossop, Gamesley, Charlesworth and Hadfield.

Within the Local Plan, Glossop is identified as one of the High Peaks 'Market Towns' and will be a focus for growth. In the retail hierarchy Glossop is identified as a 'Main Town Centre' - a principal centre for retail, services and leisure facilities.

Figure 6 shows the locations of planned development within the Local Plan.



## Existing Walking, Wheeling, and Cycling Infrastructure

### Walking & Wheeling:

The pedestrian environment reflects the evolution of the town: more traditional streets tend to have narrow footways, whilst streets of more recent developments tend to have more generous footway widths. Although some pedestrian passageways exist, pedestrian connectivity within neighbourhood areas is quite limited.

Recreationally, the town is well served for walking routes, with many adjoining footpaths which provide access into the surrounding countryside. Long distance trails are in proximity, including the Pennine Way which passes to the east of the town, and the Pennine Bridleway routes through Charlesworth and Hadfield to the west.

### Cycling:

The Trans Pennine Trail (National Cycle Route 62) is a long-distance trail which passes through Hadfield and Gamesley to the west of the town. This is part of the DCC Key Cycle Network (KCN) and Local Cycle Network (LCN) (Figure 7). Whilst the route passes through Gamesley, there is no cycle connection between Glossop and this strategic route.



Figure 07: Pennine Bridleway (Source: Pennine Way and Pennine Bridleway ([https://www.nationaltrail.co.uk/en\\_GB/trails/pennine-bridleway/trail-information/](https://www.nationaltrail.co.uk/en_GB/trails/pennine-bridleway/trail-information/)))

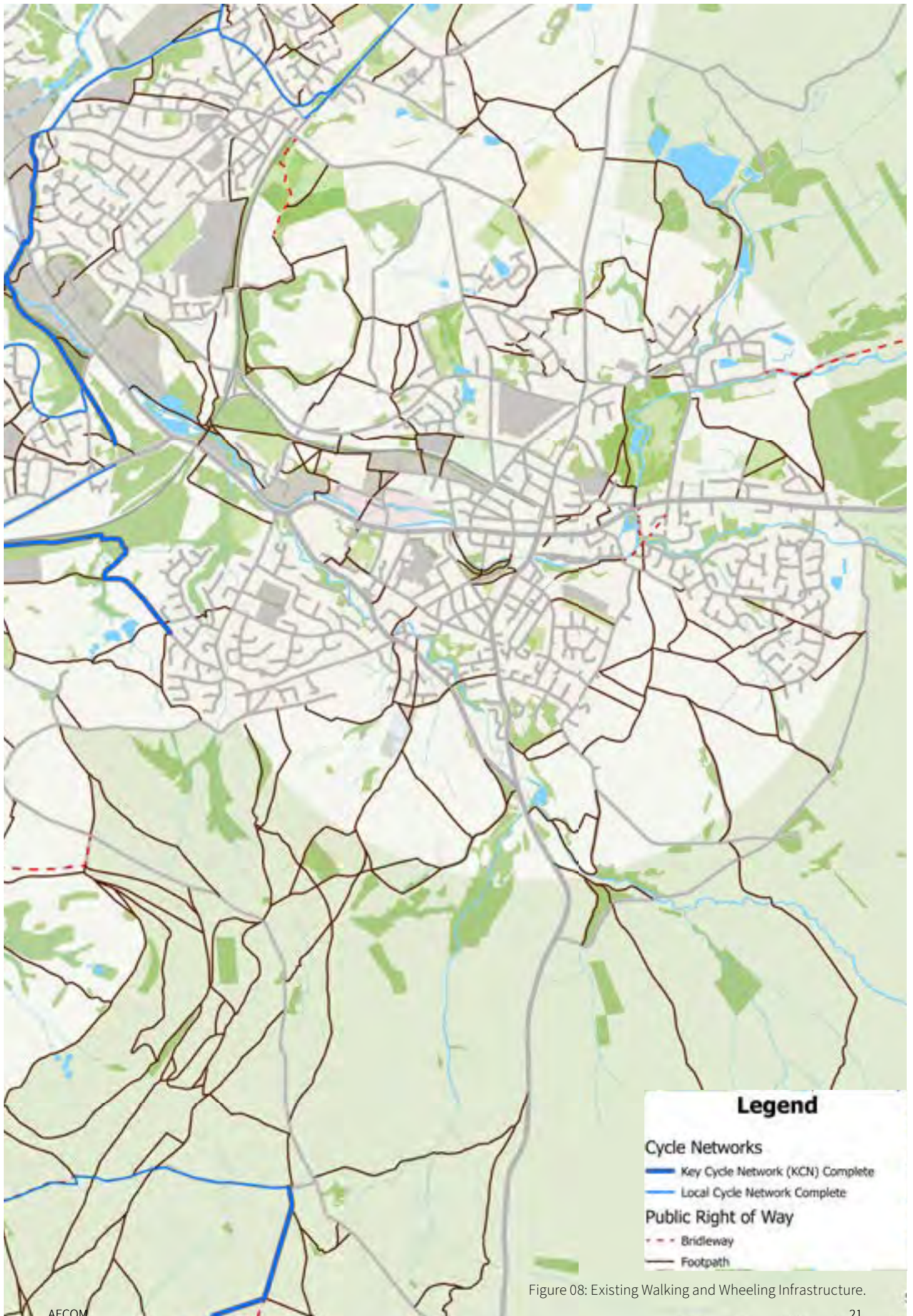


Figure 08: Existing Walking and Wheeled Infrastructure.

## **Topography**

The topography has dictated much of the settlement structure of Glossopdale, and the slope of the land presents major topographical challenges.

## **Air Quality**

Existing road congestion has been identified as a contributor to poor air quality along the A57 corridor. As such, one air quality management area (AQMA) is located within the town located between the A626 Glossop Road / A57 Dinting Vale Junction and the A57 Dinting Vale / Dinting Lane Junction.

## **Collision Data**

Personal Injury Collision data was obtained from Derbyshire County Council for the period 1st January 2017 to 25th June 2023. The data shows that:

- There is a concentration of pedestrian collisions which take place around the central crossroad and high street area. This includes serious collisions, in particular around Norfolk Square, High Street West, High Street East, and Victoria Street.
- Most cycle collisions have occurred along the A57, with one serious collision occurring at the junction with Wren Nest Retail Park.

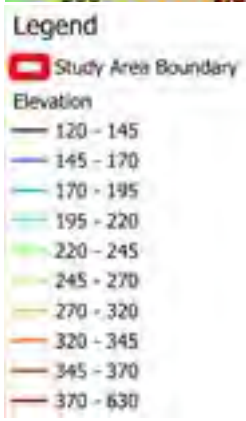
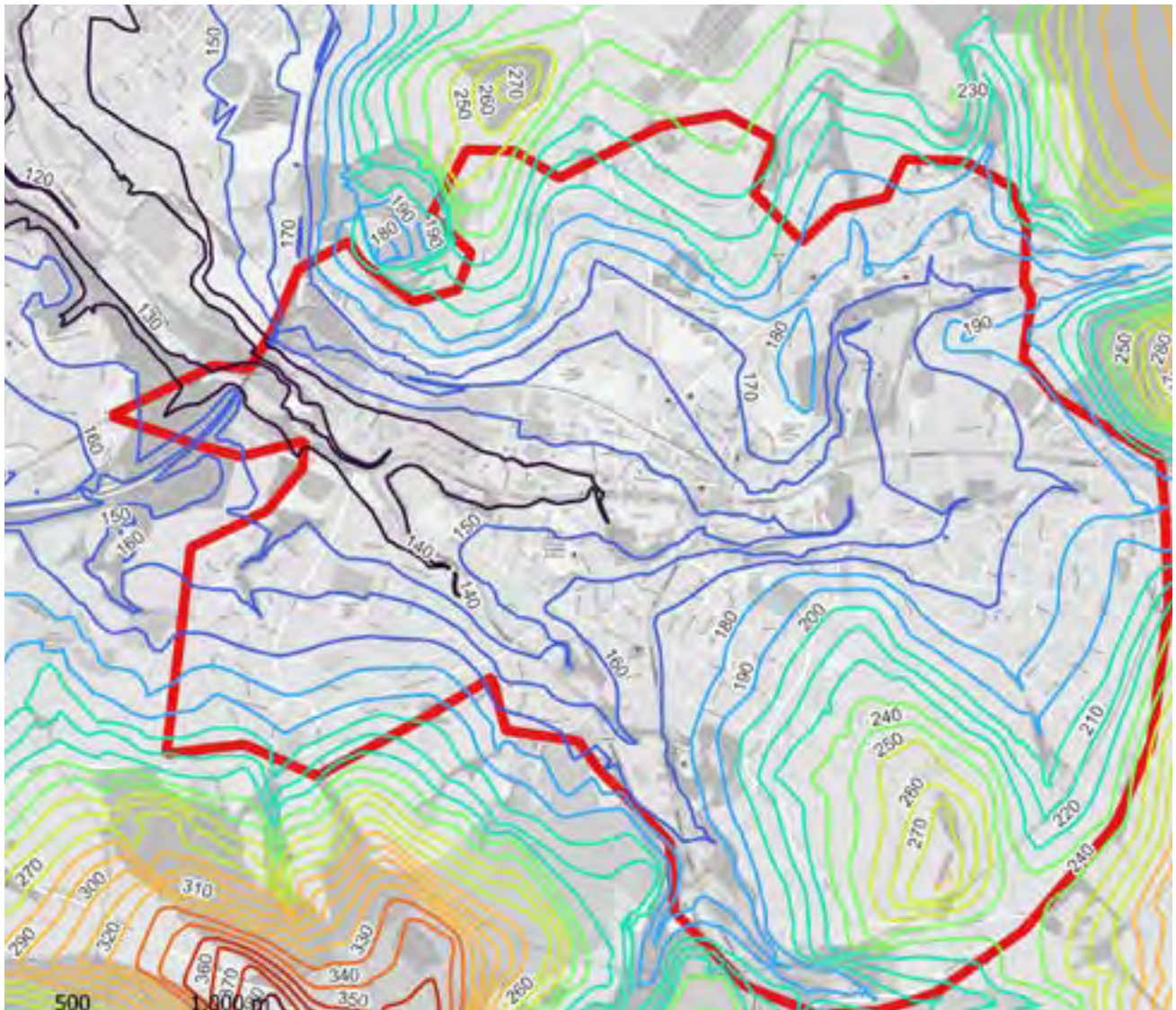


Figure 09: Topography

## Planned Walking, Wheeling and Cycling Infrastructure

The production of this Active Travel Masterplan is not being undertaken independently of existing or ongoing initiatives.

Derbyshire County Council has already considered potential improvements to walking and cycling at a strategic level across the county through the Local Cycling and Walking Infrastructure Plan (LCWIP) proposals.

Proposals for the pedestrian network are limited to minor schemes, such as footway / crossing improvements.

The Glossop Gateway Masterplan, funded by National Highways and prepared by High Peak Borough Council, identified that A57 vehicle volumes result in a high level of flow-based severance. Further work could be undertaken to review controlled crossing points to mitigate against the impact of these movements. The report also recommended the creation of continuous walking or cycling routes along Dinting Vale, alongside the Glossop Brook.

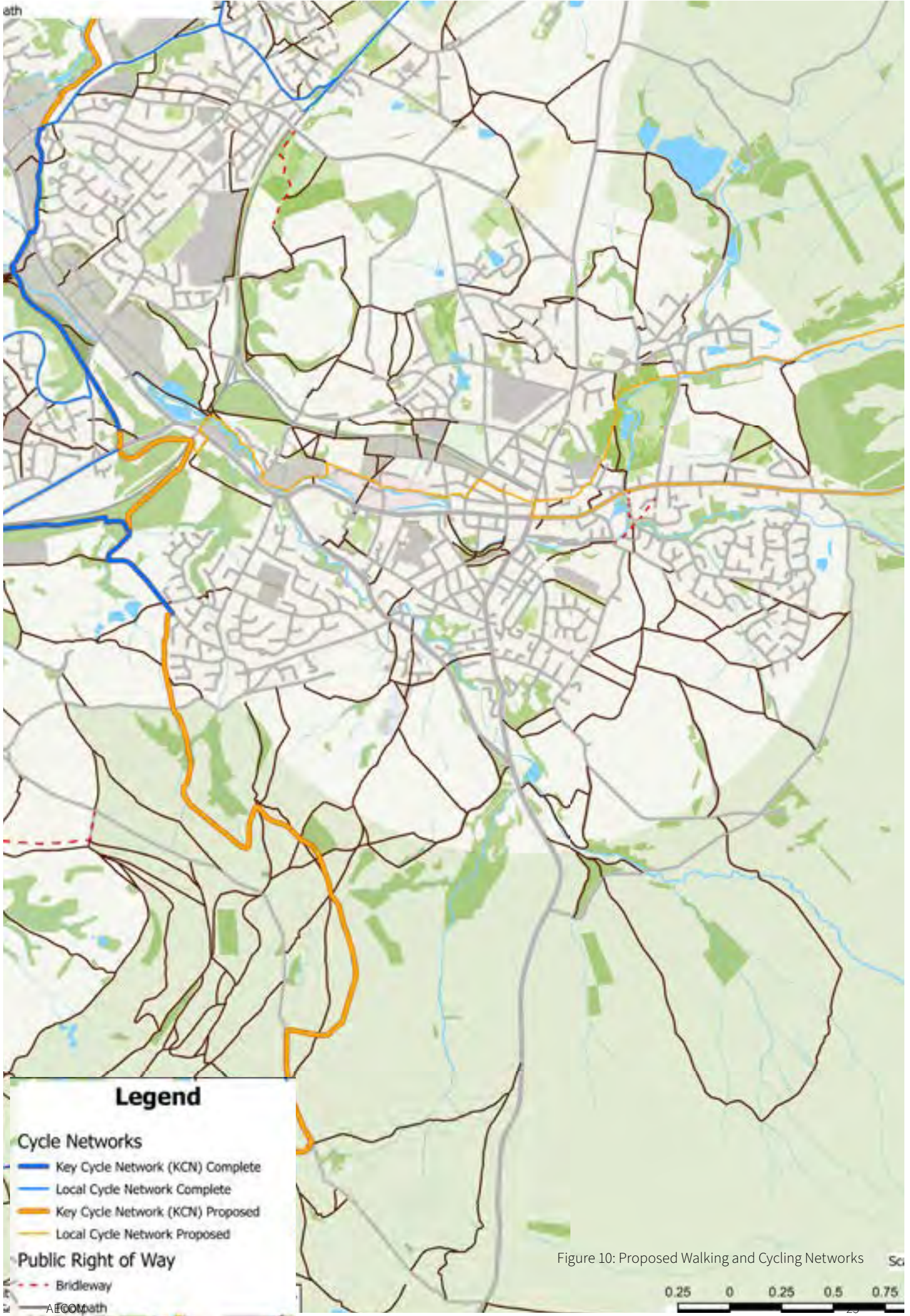
Proposals to extend the DCC KCN and LCN will help to connect the town with the existing cycle network. Improvements to the LCN include a new east-west route, which will link from the railway bridge in the west and run parallel to the A57.

Where street widths are more generous it will join with the A57 at the crossroads and up to Snake Pass, where it will connect with an off-road route.

The KCN will be expanded from Gamesley on an off-road route towards the A624.

The proposals for Glossop in the LCWIP are noted as being 'medium-term' aspirations, with each route subject to further design work and availability of funding.





In addition to the above, Sustrans have been working on a potential new route in partnership with High Peak Borough Council and Move More Glossop. Figure 12 shows this route, with concept feasibility having been prepared by Sustrans. There are three sections to the route: Glossop to Dinting station, Dinting station to NCN62 Longendale Trail, and Dinting station to Hollingworth.

There are no known or forthcoming **Town Deal**, **Levelling Up** or **Shared Prosperity** schemes in Glossop.

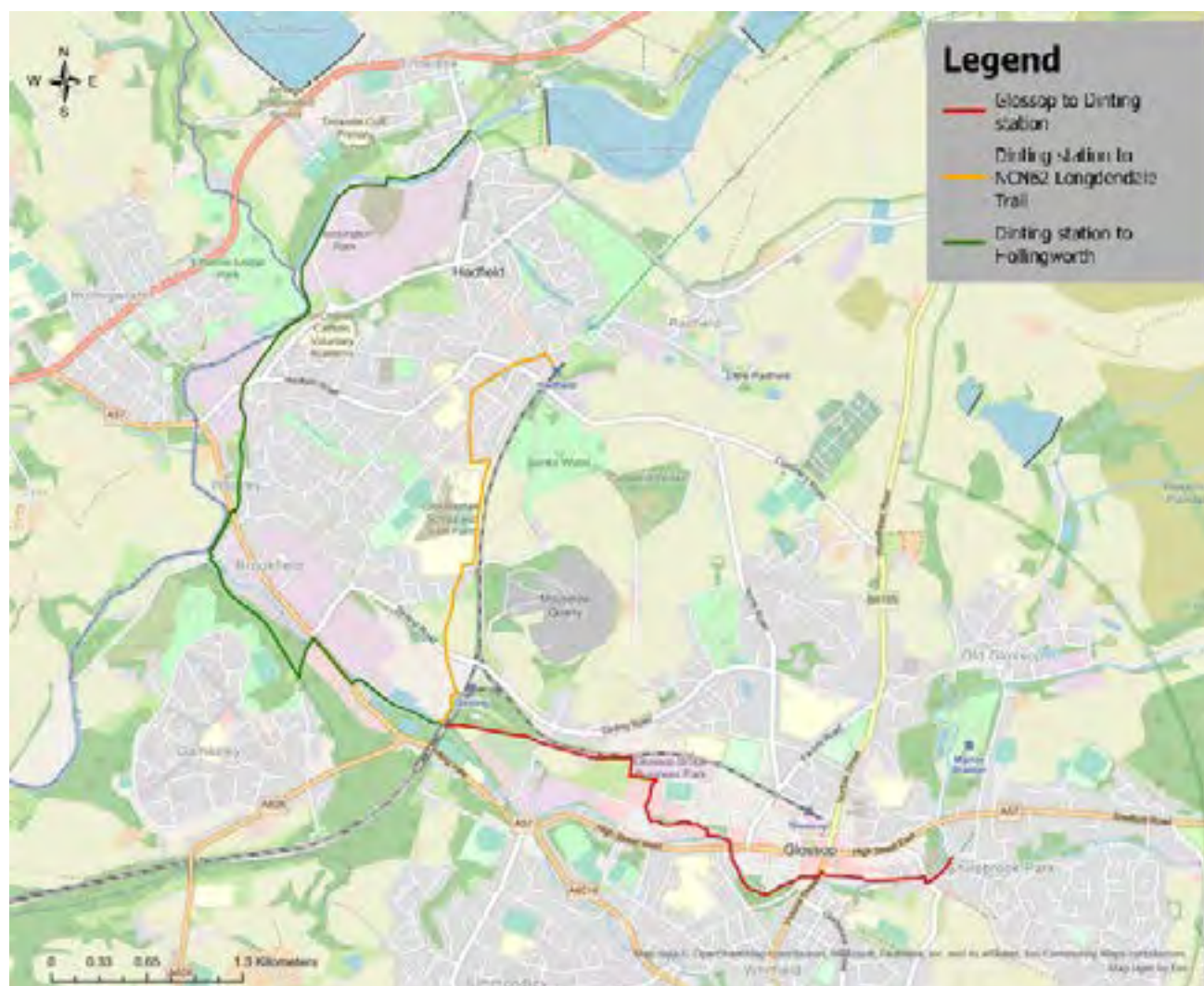


Figure 11: Potential Sustrans Route

## Existing Community Initiatives

Glossop has a healthy community ecosystem, with organisations such as Move More Glossop and Glossopdale Action for Sustainable Travel (GAST) taking a lead in promoting walking and cycling within the town (see Section 4, Engagement).

The Let's keep Glossop Moving Travel Survey was initiated by Glossopdale Action for Sustainable Travel (GAST) and Move More Glossop. Over 500 respondents completed the survey between Spring and Summer 2023. An extract of the survey analysis is below:

*“There are specific issues respondents report in finding it difficult to walk around Glossopdale. The two most commonly reported are pavement parking and dog fouling. The next most commonly reported issues are too much traffic, poor pavements and uneven surfaces. (Pavement parking 51.9%; dog poo 44.8%; too much traffic 39%; poor pavements 38.6%; uneven surfaces 35.7%). Respondents reported that designated off-road walking routes (48%) and safe routes (45%) would encourage them to walk more. Better maintained pavements would also get more people walking (32% stating this would persuade them).*

*Cycling is not popular as a primary mode of transport around Glossopdale, but is popular as a third choice: 10 respondents say they use cycles most frequently, 72 say it is their third most frequent mode of transport. This is mostly because they don't find it easy to cycle around Glossopdale (>63% find it hard). Feeling unsafe (31.8%), uneven surfaces (28%) and lack of safe cycle storage (27%) were strong reasons respondents find cycling difficult.*

*Most respondents don't cycle because they think there is too much traffic, traffic moves too fast and that there is a lack of segregated lanes (67.8%, 51.1% and 43.3% respectively).*

*Respondents would cycle more if there were designated routes, preferably off-road, and driver behaviour is also an issue for respondents who might cycle, with 36% feeling that 'more considerate drivers' would encourage them to cycle more. It is clear that respondents feel cycling infrastructure is lacking. Respondents giving free text answers to what would persuade them to cycle more stated the geography of Glossopdale was too challenging. This will be a challenge to increasing cycling in the area and suggests additional interventions, such as electric cycle hire, will be needed. <50% of respondents own a bicycle.”*

# 3. Site Audit

## 3. Site Audit

**Following the desktop work described in Section 2, detailed site audits were conducted to determine the quality of the existing walking, wheeling, and cycling networks. These site audits also provided the opportunity to think about potential improvements prior to engagement with stakeholders.**

### Methodology

A detailed methodology statement for the work is provided in Appendix B. The audit team always included at least one cyclist, and one member focused on the pedestrian environment. A team of mixed ages and genders also helped to capture a broad experience of users.

The site audits were based on the best practice audit tools developed for the Local Cycling and Walking Infrastructure Plan programme. The audits also drew on experience of conducting audits for Derbyshire County Council within the development of the Key Cycle Network. Various parameters were considered including:

- Route characteristics;
- Permeability;
- Crossings and Gateways;
- Directness and Connectivity;
- Safety and Security;
- Signage; and
- Quality of the environment.

Specific attention was given within the audit to the needs of vulnerable pedestrians (e.g. school pupils, persons with mobility needs) in keeping within guidance expressed in the Transport Research Laboratory's Street Audit handbook: *"In general terms, the reviewer should be considering the extent to which the environment under consideration provides easy, convenient and pleasant conditions for all users, with more vulnerable pedestrians needs acting as the benchmark of acceptability" and "the review procedure aims to place the needs of mobility impaired or vulnerable pedestrians at a level of equal importance to all other pedestrians"*.

## Headline Observations

A diagram showing the full audit observations is included in Appendix C.

The headline observations noted by the audit team, include:

- Traditional streets tend to be terraced with a high reliance on on-street parking.
- The undulations in topography are sometimes steep and could be considered inaccessible to some.
- The footpath network close to Glossop Brook provides well-established trails for pedestrians and were observed to be well used by local school children accessing schools. There are also a number of other footpath networks that could be improved or extended.
- The major road network (A57) has a high traffic volume and pedestrian permeability is limited to signalised crossing points. Where priority crossings are in place they are hard to use. To a lesser extent the A6106 and A624 have the same problems, though there are fewer crossing points which limits connection between residential streets. There is currently no cycle infrastructure along these major routes.
- Away from the major road network, streets have lower traffic flows with many neighbourhood areas having little or no through traffic.
- Modal filters are in place in a number of locations which aids traffic reduction.
- There is a network of off-road footways providing permeability through residential estates and around the town centre. However, wayfinding and signing of these routes is minimal making it difficult for users to orientate themselves.
- There are opportunities to improve accessibility around school sites.
- The retail park / industrial estate at Wren's nest offers a hostile environments for both pedestrians and cyclists.
- There is a lack of cycle parking across the town, and notably within the town centre.

## Audit Conclusions

Following the site audit, the following barriers to pedestrian and cyclist connectivity have been identified:

### Strategic Barriers

- A57 and associated junctions have high traffic volumes and vehicle speeds.
- Topography across the town can be steep (but some alternative routes are available).
- The railway line limits some movements the / from the north-west.
- Lack of adequate public cycle parking provision disincentivises cycling between facilities.

### Local Barriers

- Industrial estates (and the lack of infrastructure, HGV presence and perceptions of safety in these areas).
- A general lack of appropriate cycling infrastructure and crossing provision, especially along the major road network.
- On-street parking along terraced streets creating conflict for space.
- Perceptions of safety, particularly around the major road network.

### Key Opportunities

- To enhance the A57 as an active travel corridor which runs through the town centre. Improve the pedestrian experience along this route.
- To consider pedestrian and cyclist improvements to the central crossroad to reduce the sense of vehicle dominance

- Improve connections between Old Glossop and the other parts of the town.
- To enhance connections to existing retail areas, including the town centre and Wren's Nest.
- Reallocate road space at generous residential junction mouths and to adopt continuous crossings over side roads.
- To provide public cycle parking at key trip attractor sites.
- To enhance existing pedestrian connections between residential streets, upgrading these to include enhanced lighting or cycle provision.
- To improve access and arrival to schools within the various neighbourhood areas.
- To address some of the severance caused by the major road network and provide safer pedestrian and cyclist provision, including new and upgraded crossing points.
- Enhance good footpath connections.
- To provide formal cycle infrastructure through residential areas such as Shirebrook Drive and Simmondley.
- Improve wayfinding and signage on key routes and towards key destinations.
- Where capacity is limited, create 20mph areas and limit through traffic.

# 4. Engagement



# 4. Engagement

Early and ongoing engagement is a crucial part of delivering walking and cycling schemes. An effective engagement strategy was therefore considered integral to the development of the Glossop Active Travel Masterplan, and was developed with officers of Derbyshire County Council.

This Section sets out the engagement strategy and establishes the principals which we have adopted as part of our approach. It concludes by setting out a forward engagement plan, should the Glossop Active Travel Masterplan attract funding for implementation.

## Methodology

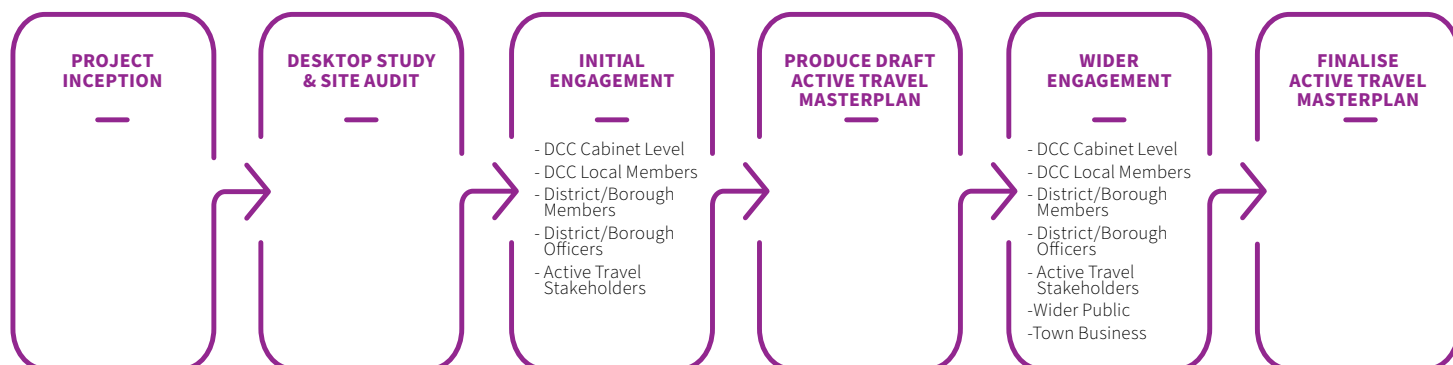
Those interested in the Glossop Active Travel Masterplans will come from a wider variety of backgrounds and have differing interests and priorities. Residents, for instance, will often more likely have an interest in what is taking place at street level or on a wider neighbourhood level, whereas councillors, businesses and / or local transport providers could have an interest at both street level and wider town level (strategic).

Prior to commencing the work, an initial engagement plan was agreed with Derbyshire County Council. This initial engagement plan focused on first liaising with elected

representatives, and community groups (with an interest in active travel). It is envisaged that Wider Engagement (including with the public) would take place on the draft Active Travel Masterplan prior to its finalisation.

It was also noted that Move More Glossop and Glossopdale Action for Sustainable Travel had undertaken a survey in 2023 specifically asking about attitudes to walking and cycling, and the results of this (Section 2, Baseline Conditions) were fully considered when developing the Glossop Active Travel Masterplan.

Table 01: Engagement Matrix



## Engagement (Autumn 2023)

Following a briefing to the Derbyshire County Council Cabinet Member (Infrastructure and Environment), Cllr Renwick, on the project (including Belper, Glossop and Ilkeston), the following engagement was undertaken:

- Briefing for Derbyshire County Council Local Members.
- Initial call with Move More Glossop with regards to their existing initiatives.
- Workshop session for elected representatives of High Peak Borough Council.
- Workshop session for High Peak Borough Council officers & interested community groups.
- Joint site visit with Move More Glossop.
- Meeting with Officers of Derbyshire County Council, with an interest in the area.

In addition to the town-specific groups, project wide (covering all three towns) approaches were made to Accessible Derbyshire, Living Well Derbyshire and Sight Support Derbyshire.

## Derbyshire County Council Elected Members

A briefing was held for Derbyshire County Council Elected Members (Cllrs Greenhalgh, Wharmby) on 18th October 2023. Cllr Renwick (Infrastructure and Environment) was also in attendance.

Key issues and opportunities discussed included:

- There is a missing link on the TPT / NCN between Gamesley and Simmondley.
- A57 particularly unattractive with fast moving traffic, footway on northern side only, tight corner where walking route joins A57
- Routes to school important. Key movement to Glossopdale School in Hadfield from Glossop, and Dinting School on A57.
- Existing cut-throughs and traffic links are available but need improving.
- A57 narrows right down between Glossop Road and Simmondley Lane.
- Lack of crossings on Victoria Street an issue.
- Resident complaints about vehicle speeds on Simmondley New Road, in particular the lack of footways on some sections.

## High Peak Borough Council Elected Members

A session was arranged at the Glossop Business Centre on 31st October 2023, to which all Glossop Members of High Peak Borough Council were invited. Following a presentation which introduced the scheme, participants were invited to discuss active travel using maps of the town to help identify barriers and opportunities. The following attended: Cllrs Elliott-Starkey, Bell, Hopkinson, McKeown, Claff. Cllr Wharmby of Derbyshire County Council also attended.

Key issues and opportunities discussed included:



Figure 12: Stakeholder engagement session

- There are a number of traffic-free ‘alleyways’ and cut-throughs within the residential estates, but wayfinding is poor and many residents are unaware of them.
- Pavement parking is an issue on residential streets.
- Many people accessing the train station are perceived to be parking on adjacent residential streets.
- There is a lack of cycle parking across the town centre.
- There are proposals for a leisure route linking from the town centre, through Old Glossop, around to Mossy Lee and back into the town centre via the A57.
- Previous studies have looked at the missing link on the Transpennine Trail and National Cycle Network between Gamesley and Simmondley – ‘Dinting Gap’. Currently the National Cycle Network does not connect through to the centre of Glossop.
- Previous work has been carried out by Sustrans and Move More Glossop to look at links to Glossopdale School, Hadfield and Gamesley.
- Opportunities to improve links to off-route routes near to Green Lanes and the access to Gamesley Woods.
- Air quality issues on a congested section of the A57 in the vicinity of Dinting School.

## Wider Stakeholders

A session was arranged at Glossop Business Centre on 31st October 2023. Following a presentation which introduced the scheme, participants were invited to discuss active travel using maps of the town to help identify barriers and opportunities. Representatives of the following attended: Move More Glossop, Glossop Action for Sustainable Travel, High Peak Green New Deal, Hayfield Parish Council, and High Peak Borough Council.

Key issues and opportunities discussed included:

- Lack of formal crossings over main roads makes it difficult and considered unsafe to cross.
- Footpath through town hall car park is often blocked by parked cars and the layout is confusing to users.
- Traffic speeds, volumes and parking around Simmondley co-op and primary school a safety concern and may walking / crossing difficult.
- St Mary's Road is used as a through-route to bypass the junction between Victoria Road and the A57. Some users also using Chapel Street and the town hall car park to bypass sections of the A57.
- Lack of dropped kerbs at many crossing points and some crossing points are not located on the desire line.
- Parked cars and overgrown hedges are blocking footways and creating pinch points for users.
- Provide benches in certain locations to allow people to sit and rest to help with excessive gradients.
- Shop signage on streets making it difficult for people to walk along the A57.
- Opportunities for links which avoid busy junction on A57 if existing traffic-free links were improved and new crossings provided.
- Constrained section of the A57 between Shaw Lane and Primlose Lane is unattractive to users with limited space to improve facilities for walking and cycling.

In addition to the above, a site visit was conducted with members of Move More Glossop on 19th October 2023.

Detailed notes of the above engagement have been used to develop the Glossop Active Travel Masterplan.



# 5. Key Themes

# 5. Key Themes

In the previous Sections, we have considered the existing context in Glossop through a desktop analysis, a site audit, and initial stakeholder engagement. This has provided us with an overview of the common issues and opportunities for active travel within the town, which are summarised in the table below.

Table 02: Summary of Key Issues and Opportunities

Issues	Opportunities
<ul style="list-style-type: none"> <li>• A lack of crossing provision, including side road crossings, signalised pedestrian crossings, and toucan crossings for cyclists.</li> <li>• A general lack of cycle parking across the town, with demand for secured public cycle parking facilities.</li> <li>• Poor wayfinding across the town via existing traffic-free routes.</li> <li>• There is a missing link on the TPT / NCN between Gamesley and Simmondley.</li> <li>• Sections of the A57 on the approaches to the town centre are particularly unattractive with fast moving traffic, footways on northern side only, and poor air quality.</li> <li>• The topography in Glossop may deter people from cycling between areas.</li> <li>• A lack of west-east connections which avoid the A57.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide new crossings at key locations and improve existing crossings.</li> <li>• Provide cycle parking at key locations and destinations across the town.</li> <li>• Improve wayfinding across the town and promote awareness of the available traffic-free routes.</li> <li>• The car park at the rear of the railway station is under-used and station approach could be rationalised.</li> </ul>

A series of themes have been developed which capture the proposals of the Glossop Active Travel Masterplan. Each of these themes will contribute to unlocking the town network in different ways and combine to form the full masterplan. This section provides an overview of the themes, before Section 06 (Masterplan Proposals) describes each in more detail.



## Supporting Local Business

**Build Back Better: High Streets**, the government's long-term plan to support the evolution and regeneration of high streets and a key part of the overall Levelling Up agenda, was launched in July 2021. This recognises the role of walking and cycling to enable sustainable place making linked to regeneration, with a vision for half of all journeys in towns and cities to be cycled or walked by 2030.

According to the Indices of deprivation, in 2019, Glossop was in the top 40% of most deprived neighbourhoods in England and in the top 20% of most deprived neighbourhoods for health and disability deprivation. Glossop has a locational advantage, however, of being near to the Peak Park National Park (and its walking and cycling routes) and improved linkages have the potential to bring increased tourist spending into the town thereby benefiting local business. Investment in walking and cycling therefore has real potential of supporting the visitor economy and facilitating leisure trips will remain important. Glossop also has several employment sites within and on its periphery, and improved accessibility to and from employment sites will also enable more local people to access local jobs<sup>1</sup>.

<sup>1</sup> A separate parking study may be needed for each Active Travel Masterplan, to ensure appropriate levels of parking are maintained. It is noted that parking controls can be used proactively to increase parking turnover and thereby increase the overall quantum of space that is available through the day, with healthy turnover of parked cars being especially important to support local businesses.



## Strategic Routes

Strategic Routes refer to the primary active travel movement corridors which support movements within the town and connections to other places. Whilst important movement corridors for all people, these routes are typically dominated by high vehicle volumes with poor quality provision for pedestrians and cyclists. There is an opportunity to enhance these routes to create an improved environment for those walking, wheeling, and cycling.

Within Glossop, the A57 is the main strategic route providing connections between Glossop, Manchester, Sheffield. The A57 is heavily trafficked and has a high percentage of HGVs. The A624 is also a strategic route through the town from the south. The junction between the A57 and the A624 is the main cross roads within the town.





## Local Routes

Local Routes provide access between and within neighbourhoods. There is an opportunity for local connections to unlock the network to people walking, wheeling and cycling. This theme captures opportunities for addressing localised barriers to movement, route upgrades or route additions which can form part of the larger network.

The masterplan identifies several routes between the residential neighbourhoods and towards the town centre. These routes can provide quiet and more attractive alternatives to the strategic road network and create additional lines between Whitfield, Shirebrook Park, Old Glossop, Simmondley and the town centre.



## Access to Schools

Schools are crucial community facilities and are key trip attractors within any town. According to the National Travel Survey, 14% of trips on a weekday are associated with education (Source: NTS0504b) and encouraging active travel would have a positive impact on the mental and physical health of young people. Safety is a key issue for many when using transport, with children and young adults particularly vulnerable (Source: WHO, 2018). There is therefore a need for these sites to be well-connected to their local communities and catchment areas. In many cases, access to schools can be compromised through poor crossing facilities or obstructive pavement parking. Such measures can also help to build confidence in people walking, wheeling and cycling as they get older, and help to support behaviour change to more sustainable modes over the longer term.

Access to schools by active modes in Glossop is poor, with limited provision for persons wishing to access them by active modes. Several school locations also have poor provision for drop-off / pick-up by car, with potential increases in active modes representing a potential solution to school-related congestion. Glossopdale school in Hadfield is the main secondary school for children in Glossop and current connections are poor for people walking and cycling.



## Wider Linkages

Beyond the town, there are a range of leisure routes and recreational linkages which provide wider connections to surrounding settlements and countryside. There is an opportunity to improve the accessibility, quality, and provision of these wider linkages, helping to connect the local network with a wider area.

The Transpennine Trail, Route 62 of the National Cycle Network, runs north-south to the west of Glossop. Currently there are no connections from the NCN into Glossop. The masterplan will consider how routes to and from the NCN can be improved. There is also a 4.5km uncompleted gap in the Pennine Bridleway National Trail around the west of Glossop, commonly referred to as the Dinting Gap. The masterplan makes reference to the ongoing work being carried out to complete this link.



## Area Treatments

In addition to the route-based enhancements, there are areas within the town which could benefit from more focussed attention within the active travel masterplan. These areas could be made more accessible to those walking, wheeling, and cycling, which could include the provision of additional infrastructure as well as public realm and sustainable placemaking enhancements.

The area around George Street, Chapel Street and Market Street has been identified as an area which could benefit from an area treatment.



## Cycle Parking

A crucial part of people journeys is the transition between transport modes and the availability of parking. A lack of cycle parking can be considered a key barrier to people cycling. Indeed, Investing in Cycling & Walking: Rapid Evidence Assessment (Source: DfT, 2016) states that “*the provision of bicycle parking has been found to increase levels of cycling, mainly in the context of commuting and public transport access trips.*”

There are limited opportunities to park bicycles across the whole of Glossop. Parking at Glossop railway station is located on the platform and so only available to users. The only other identified cycle parking is in an isolated corner of Howard Mills car park, away from the main shop entrances. Proposals will explore how additional cycle parking could be adopted across the town and help to remove the final ‘end-point’ barrier by ensuring people have secure places to leave their cycles whilst accessing employment, services and facilities.



## Wayfinding

Wayfinding is an important tool in communicating routes to and from local destinations. It helps to promote active travel by signposting facilities and can be used to encourage people to take non-vehicular modes. It can also be used as a platform to promote local history and character and celebrate the identity of the town. Proposals will discuss the opportunities to improve wayfinding features, especially at key sites. These proposals also include other features to aid wayfinding, such as benches and handrails.

Within Glossop, there is limited signage to guide people to the town, to wider destinations and for journeys within the town. There are several existing traffic-free routes within the residential neighbourhoods and towards the town centre. However, these routes are not coherent and local stakeholders stated that residents are unaware of the usefulness some of these routes could provide.



## Railway Station Access

Glossop railway station is in the centre of the town, north of the main cross roads between the A57 and the A624. The station shares its building with B&M. There is a car park at the front and rear of the station. There are taxi ranks at the southern side of the station as well as bus stands. There is a lack of disabled and cycle parking at the station and the approach layout is confusing. Rationalising the layout and access routes would make the station approach and forecourt more attractive for both commuter and visitor use.



## Sustrans Feasibility Study

Sustrans were commissioned by Move More Glossop to carry out a feasibility study for potential new cycling route between Glossop, Dinting, Hadfield and Hollingworth. The study aimed to establish a connected network with a focus on improving walking and cycling infrastructure and enhancing access to schools, employment sites, and the Longdendale Trail. The masterplan proposal includes a review of this study and provides additional comments.

# 6. Masterplan Proposals

# 6. Masterplan Proposals

This section describes in detail the proposals for each of the identified themes. It builds on the overview of the interventions set out in Section 5 and shows how these combine to form the full active travel masterplan network.

This section includes a number of concept-level sketch options. If the Active Travel Masterplan receives funding, then further detailed design work and appraisal, public engagement (consultation and co-design), and political approval (Derbyshire CC Cabinet-level) will be required.

Table 03: Summary of the key themes

Key Themes	
	<b>Strategic Routes</b>
	<b>Local Routes</b>
	<b>Access to Schools</b>
	<b>Wider Linkages</b>
	<b>Area Treatments</b>
	<b>Cycle Parking</b>
	<b>Wayfinding</b>
	<b>Railway Station Access</b>
	<b>Sustrans Feasibility Study</b>

## Strategic Routes

### A57 Pedestrian Improvements

The A57 (High Street West and High Street East) is the main west-east route through the centre of Glossop. The A57 serves dual purposes as the town’s main high street and the main strategic route linking the cities of Manchester and Sheffield. The A57 is lined with shops and commercial properties through the town centre and residential properties to the east of the town centre. To the west, Glossop Brook and various industrial sites run alongside the northern side of the road.

The A57 has a 30mph speed limit and has an Annual Average Daily Traffic Flow of 16,655, including 2017 LGVs and 179 HGVs (based on 2022 DfT Traffic Counts – Site Number: 56546). Through the town centre, the A57 has a single lane of traffic in either direction, generous footways on both sides of the carriageway accommodating semi-mature trees, and parking on the northern side of the carriageway. To the west of the town centre, in the vicinity of Dinting Primary School, the A57 narrows to only accommodate one traffic lane in either direction and has very narrow footways on both sides of the carriageway. Pavement parking is observed along the A57.

There are a number of signalised junctions on the A57 but pedestrians have limited priority over side roads. The junctions between the A57, Simmondley Lane and Primrose Lane provide no controlled crossings for pedestrians.

Due to its various uses and limited carriageway space, there is little scope to provide separated cycle infrastructure. As such, alternative off-road routes have been identified and investigated. Proposals for the A57 will focus on the pedestrian experience and public realm improvements.

Proposals along this corridor include:

1. Reduce speed limit on A57 to 20mph between Shirebrook Drive and Simmondley Lane.
2. Improving priority over side roads with continuous footways and ramped crossings.
3. Provide build outs at crossings points to formalise parking, improve visibility, and reduce crossing distances.
4. Improve signal stagings to provide increased crossing times for pedestrians.
5. Replace some parking spaces with build-outs to accommodate street furniture, planting, seating, cycle parking, etc. Developing a kerbside strategy for the A57 to accommodate more sustainable modes of transport and parking as well as additional planting and seating.
6. Measures to reduce the likelihood of pavement parking, including improved enforcement.
7. Provide controlled crossings at the double roundabout located at the junctions with Simmondley Lane and Primrose Lane.

8. Ban or restrict the use of A-frame shop signs on footways to reduce the amount of street clutter and maximise the available footway width.

Separated cycle infrastructure may be provided through the main town centre between Simmondley Lane and Shirebrook Drive but this would require road space reallocation with the loss of the majority of parking on the A57 and narrowing of some footways. The loss of parking would impact on residents, disabled users, and deliveries to the businesses on the A57. Furthermore, the junctions along this section, and at either end, would need to be reconfigured so that users are not exiting the protected space and being expected to navigate dangerous and highly trafficked junctions. To avoid 'dumping' users unsafely in the carriageway, the junctions along this section and at either end would need to be reconfigured to provide protected space for users.

Given the above, routes for people cycling which avoid the A57 or provide improved north-south connection from residential neighbourhoods should be considered prior to the above.



Figure 14: Example of potential build out improvement on A57

## **A57 / A624 / B6105 Junction Improvements**

The junction between the A57, A624 (Victoria Street), and B6105 (Norfolk Square) forms the main crossroads within the town. Glossop railway station is located to the north of the junction on the B6105. The west and east south arms have a single entry and exit lane. However, due to the wide width of the entry lane on the western arm, two queues of traffic are typically formed. The north and south arms have a single exit lane and two entry lanes (a dedicated right turn lane and an ahead a left lane). The footways on the southern side of the junction are narrow and are further constrained by large kassel kerbs and guardrail. Pedestrians have to wait several traffic phases before they are given the green signal to cross and the current signal time for pedestrians is very short.

Due to space constraints, it would be difficult to provide a fully protected junctions for people cycling. Cycle gates may be provided on the western/eastern arms of the junction, or all arms if desired, but this would require a length of protected cycle track to be provide on the entry and exit of each arm. This would impact on the capacity of the junction as it would require the removal of entry lanes from some of the arms of the junction.

Proposals at the junction include:

1. Optimising the signals at the junction for pedestrians. Pedestrians should receive a green signal in each cycle of signal phases. The green time for pedestrians should be increased to allow more time for pedestrians to cross.
2. The carriageway may be narrowed to reduce pedestrian crossing distances and increase footway width on the southern side of the A57.
3. The large kassel kerbs and guardrail may be reduced using bollards to increase the available footway width.

### Old Glossop to Town Centre

#### 1. Via Manor Park:

- a) There are various paths through Manor Park which connect Old Glossop towards the town centre. Paths may need widening and/or resurfacing to provide a safe and comfortable route for users. Lack of lighting and perceived safety within the park may deter some users during hours of darkness.
- b) The existing ramped path at the north west corner of Manor Park is between two high historic walls. The width of the path is approx. 2-2.5m and would therefore be substandard as a shared use path. This would have to be accepted as a departure.
- c) There is an existing traffic-free cut-through between King Edward Avenue and Manor Park which runs adjacent to Duke of Norfolk CofE School. The path is approx. 1-1.2m in width and is bound by the school and residential properties. There is potential to widen the path to approx. 2m but this would require removing vegetation from either side of the path. This vegetation currently acts as a visual barrier to the school. Land acquisition from the school would be required to provide a 3m wide path. This would improve access to the school as well as for users of the path.

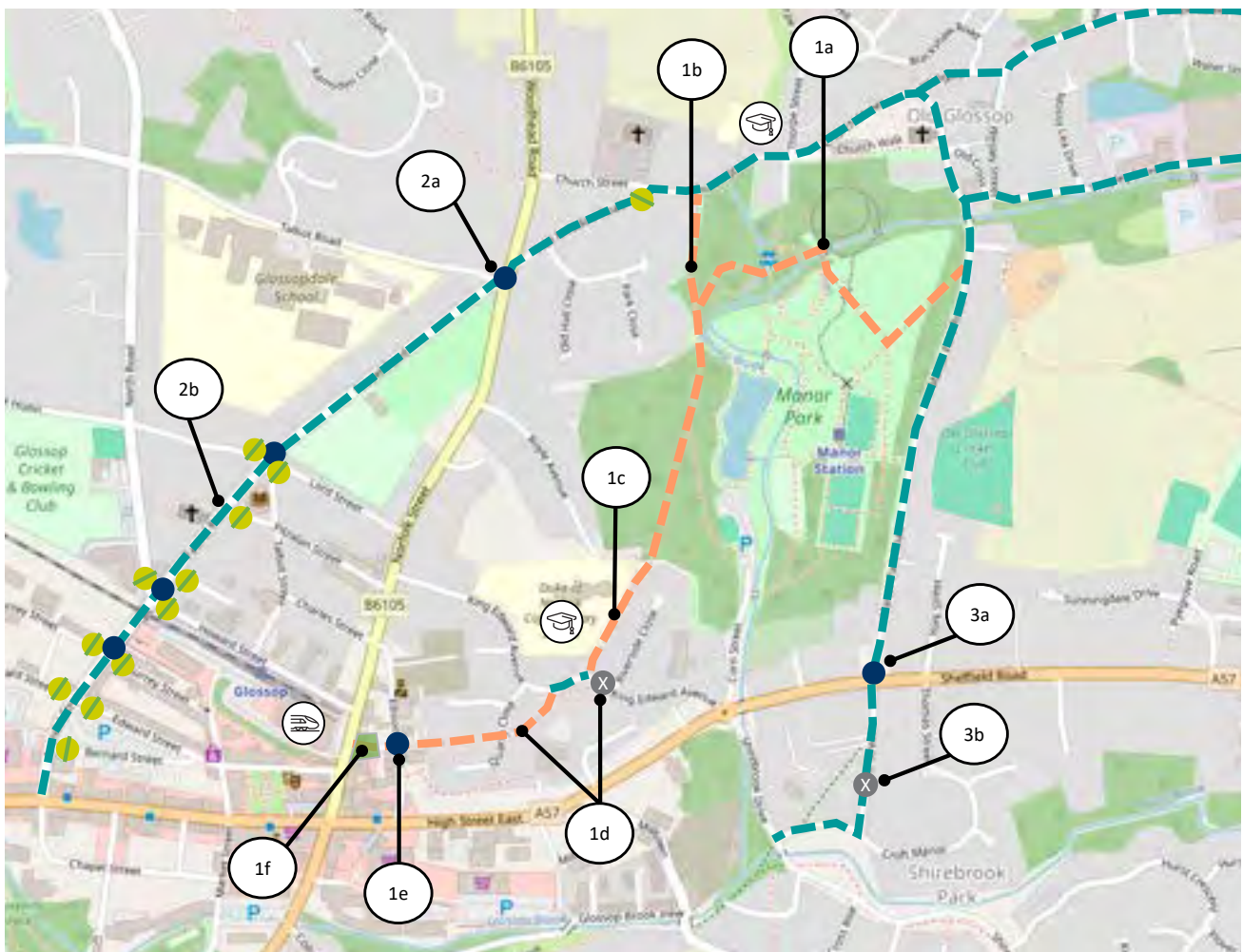


Figure 15: Old Glossop to Town Centre Proposals (OpenStreetMap)



- d) King Edward Avenue has already had through-traffic removed via bollards to the west of Riverside Close. The route would continue along Quarry Close and then to Station Street via a traffic-free route within the residential estate. This path would need to be widened to 3m to act as a shared-use path. The route would need to be designed to minimise conflict between people cycling and those walking.
- e) A controlled crossing may be provided over Ellison Street to provide a direct and more comfortable connection for users. Alternatively, traffic restrictions on Ellison Street could be provided to reduce traffic volumes. Ellison Street currently may be used to bypass the signalised junction between the A57 and B6105.
- f) Station Street could be closed between Norfolk Square and Ellison Street (access to car park to be retained). This would provide a coherent and direct connection for users accessing the train station. Station Street currently serves minimal users or residents in vehicles and would act as a gateway to the train station and provide opportunity

for public realm improvements. The existing crossing point on Norfolk Square could be relocated to tie-in with road closure.

## 2. Via Fauvel Road:

- a) New controlled crossing proposed over Woodhead Road to connect users between Hall Meadow Road and Fauvel Road.
- b) Improvements to existing traffic calming proposed on Fauvel Road. Continuous or ramped crossing proposed over side roads to improve pedestrian priority.

## 3. Via Shirebrook Park:

- a) Tighten up junction at Manor Park Road to improve pedestrian priority and safety, and to create a space for public realm improvements such as planting and seating. Controlled crossing to be provided across A57 to connect residential neighbourhoods.
- b) The existing filter on Silk Road to be replaced with bollards at 1.5m spacings in line with LTN 1/20.



Figure 16: Existing ramped path within Manor Park



Figure 17: Existing cut-through adjacent to Duke of Norfolk CofE School

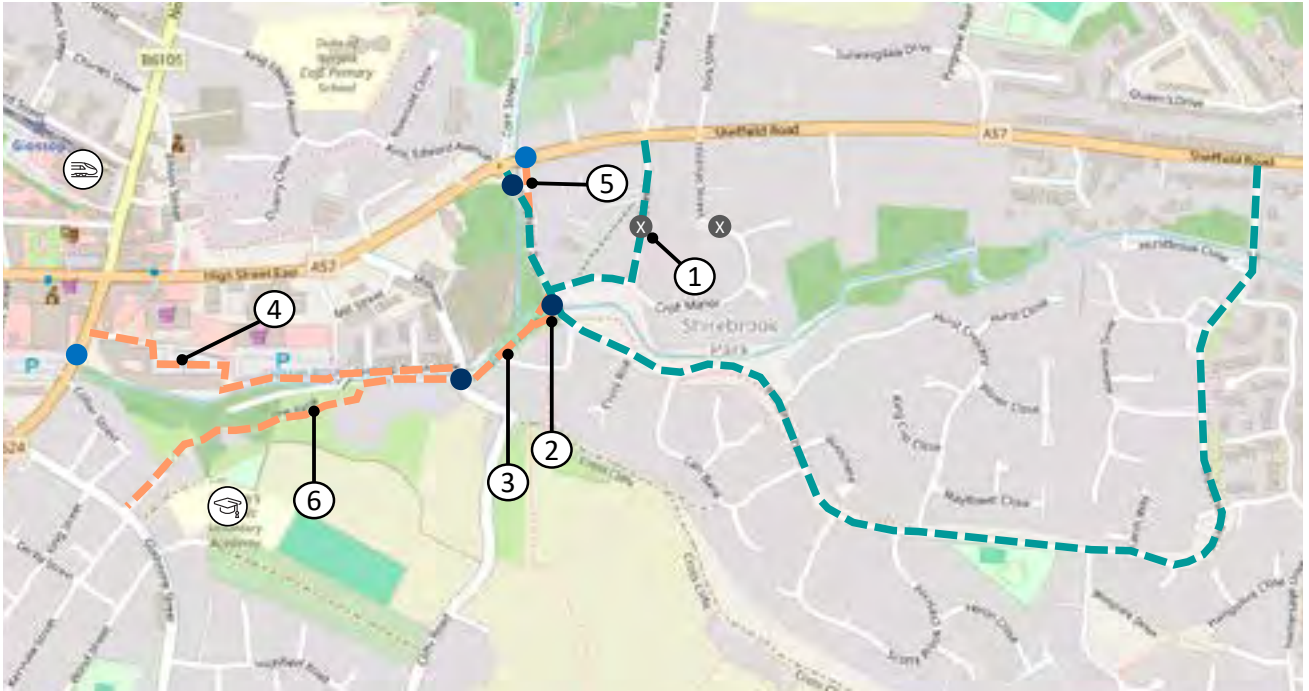


Figure 19: Image showing traffic-free route between Shirebrook Park and Cross Cliffe (OpenStreetMap)

Existing	
	Cycle Network (Existing LCWIP)
	Cycle Network (Proposed LCWIP)
	Existing Zebra crossing
	Existing signalised pedestrian crossing
	Existing Toucan crossing
	Existing Tactile crossing
	Modal Filter
Masterplan Proposals	
	Segregated Cycle Lane
	Shared Carriageway, On-Road Cycle Route
	Off-Road Shared Pedestrian and Cycle Route
	Bi-Directional Cycle Route
	Contraflow Cycle Routes
	Widen Footway
	Pedestrian Route
	Proposed crossing / crossings upgrade / new signalised crossing



Figure 18: Image showing traffic-free route between Shirebrook Park and Cross Cliffe

## Shirebrook Park to Town Centre

Shirebrook Park is a large residential estate located in the east of Glossop. The estate is made up of various cul-de-sacs with Shirebrook Drive acting as a link road through the estate. There are several traffic-free cut-throughs within the area and two existing modal filters on Silk Street and Thomas Street. The estate is severed from the other neighbourhoods by the A57 to the north and Glossop Brook to the west. There is a five-arm roundabout at the northwest corner of Shirebrook Park where Shirebrook Drive meets the A57. All roads within Shirebrook Park are assumed to be suitable for cycling in mixed traffic due to the lack of through traffic.

Proposals for the area include:

1. The existing filter on Silk Road to be replaced with bollards at 1.5m spacings in line with LTN 1/20.
2. An improved crossing over Shirebrook Drive to give more priority and protection to users accessing the traffic-free route adjacent to Glossop Brook. The footways on either side of the carriageway may need to be widened to 3m and converted to shared use paths to improve connectivity. Widening paths may require carriageway narrowing due to the structure over Glossop Brook. The Croft Manor junction may need to be tightened to improve priority for users.
3. Improving the existing traffic-free path between Shirebrook Park and Cross Cliffe to provide a direct and more attractive connection to users than the A57 and roundabout. The existing path is approx. 1-1.5m in width and would need widening to 3m to act as a shared-use path. This would require the removal of trees along the route and may also require construction of a retaining wall along the brook. The path at the eastern end up to Shirebrook Drive may also need to be realigned to reduce the existing gradients.
4. Improvements to existing traffic-free route through Howard Mills car park to provide a more direct and coherent journey for users. Improved connections through the shopping centre car park are difficult due to width constraints and the resultant loss of parking.
5. Resurface the path between Shirebrook Drive and the existing pedestrian cross on the eastern arm of the roundabout between Shirebrook Drive and the A57.
6. Improvements to The Bank path to improve connections between Shirebrook Park and Whitfield.

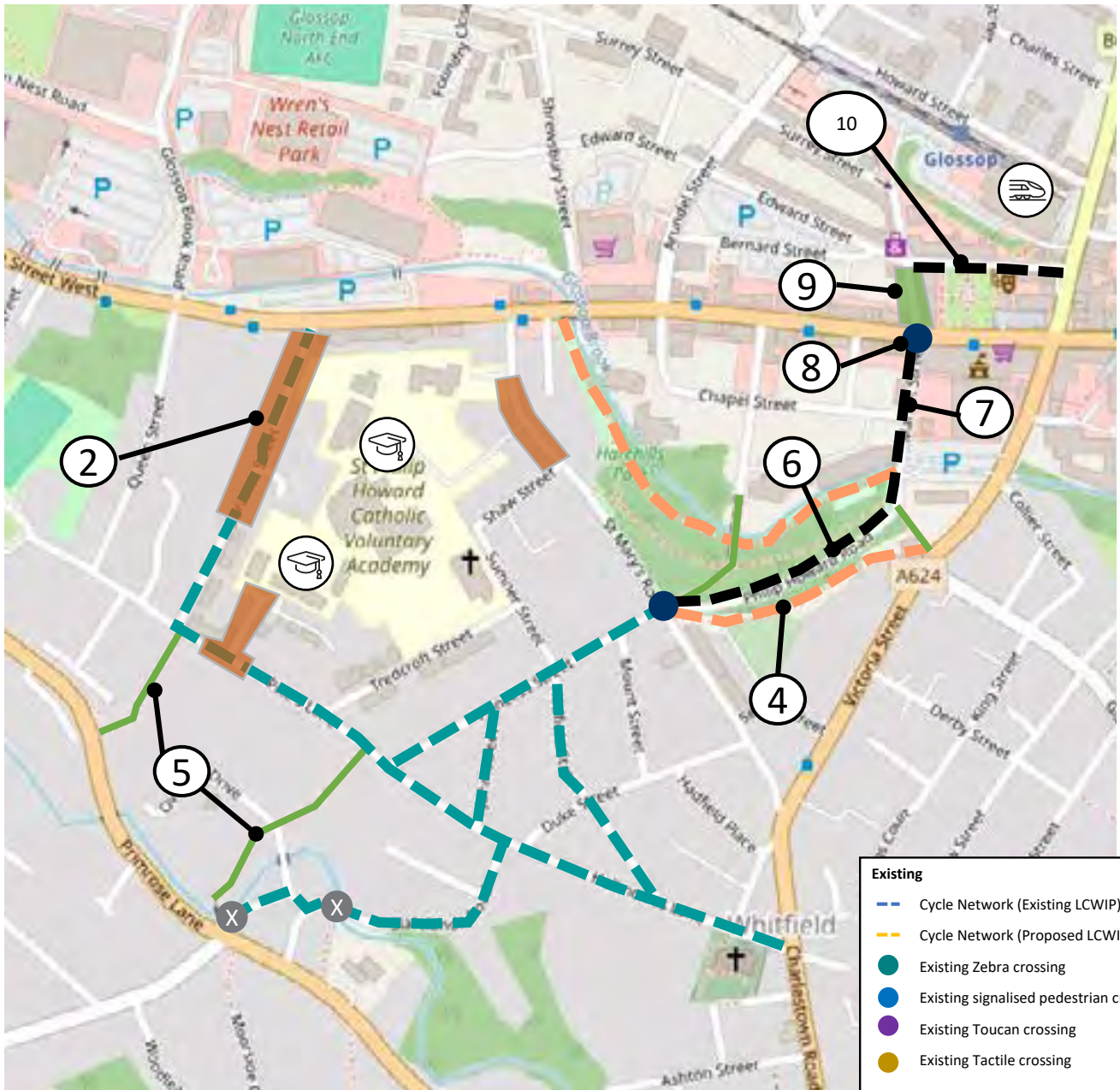


Figure 20: St Mary's Road Residential Area proposals (OpenStreetMap)

## St Mary's Road Residential Area

The residential area around St Mary's Road and Pike's Lane is primarily made up of terraced housing with narrow roads. Double parking is prevalent on most streets with cars parking on the pavement so moving vehicles can pass. There are two schools in the area (St James Primary School and St Philip Howard Catholic Voluntary Academy) and two churches (St Mary Crowned Catholic Church and St James Church). There is no access to motor vehicles between Primrose Lane and the residential area. Some traffic may use the area as a rat-run to avoid traffic and junctions on Victoria Street and the A57.

Proposals for the area include:

1. Providing parking restrictions around junction bell mouths to improve visibility for pedestrians and school pupils crossings the street.
2. Potential to implement school streets at the entrances to the two schools.
3. Potential to implement one-way restrictions on some residential streets to reduce the likelihood of rat-running through the area, though this may have a negative impact on people cycling through the neighbourhood.
4. The existing traffic-free path between St Mary's Road and Victoria Street should be resurfaced to provide a more attractive route for users. Lighting may be required to improve the perceived safety of the route.
5. The traffic-free routes between Hollin Cross Lane and Primrose Lane / Turnlee Road should be improved to provide a more comfortable and direct route between the two areas.



Figure 21: Traffic-free path between St Mary's Road and Victoria Street

Proposals to connect the area to the town centre and railway station include:

6. Provide traffic and/or parking restriction on Philip Howard Road. Philip Howard Road is not wide enough to accommodate parking and two-way traffic. There are existing signs relating to vehicles mounting the verge to pass oncoming vehicles or parked cars. Removing the parking on Philip Howard Road or restricting it to one-way southbound to allow a contraflow northbound cycle track should be implemented to ensure there is a safe route for people cycling. Some traffic calming measures may be required to ensure Philip Howard Road is suitable for southbound cycle.



Figure 22: Contraflow cycle track on Philip Howard Road



Figure 23: Proposals for Market Street

7. Market Street to be made one-way southbound to Philip Howard Road. This would include removing a redundant bus stop, retaining parking restrictions along its length, and providing a northbound contraflow cycle track from Philip Howard Road to the A57. A footway should be provided on the eastern side of Market Street to improve safety for pedestrians accessing Market Square and improve permeability along Chapel Street and from A57 to residential areas in south of Glossop.
8. The existing A57 controlled crossing point may be relocated closer to the desire line between Market Street and train station. This crossing should also be upgraded to a toucan crossing.
9. Railway Street could be closed between A57 and Henry Street, retaining access to the car park. Bus routes would need to be re-routed along Arundel Street and Edward Street but this would improve connectivity for users to Aldi. This would also (1) provide safe, comfortable connection for cycle between Market Street > Henry Street > train station and (2) removes side road crossing for pedestrians on A57, improving safety and comfort.
10. Henry Street to remain one-way eastbound; however, a westbound contraflow cycle track should be provided to provide a link for users between Norfolk Square and Glossop railway station. There is potential to provide a bus gate on Henry Street to reduce traffic volumes (albeit impacts on ship deliveries would need to be determined).



Figure 24: Proposals for Railway Street and Henry Street

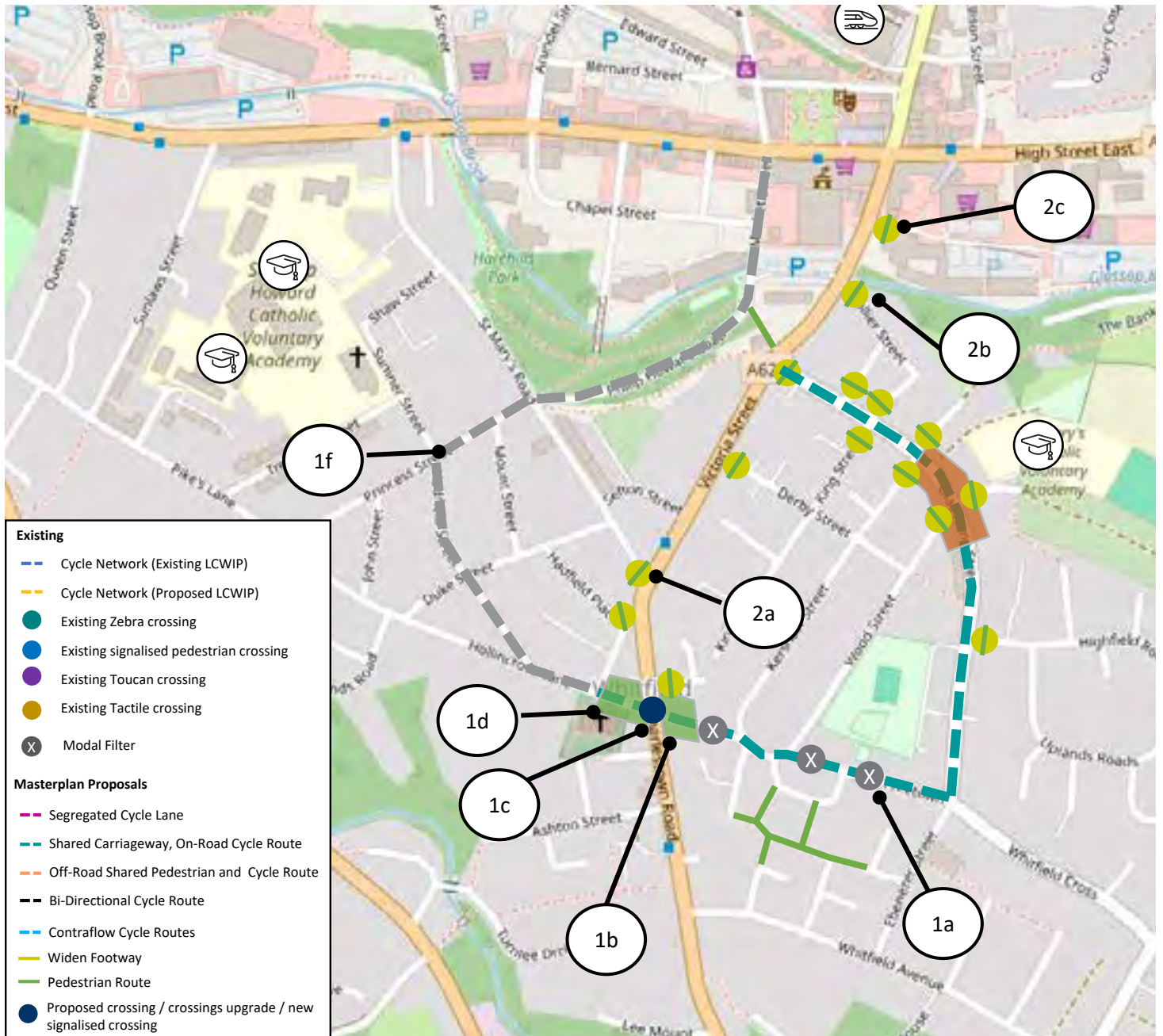


Figure 25: Whitfield to Town Centre Proposals (OpenStreetMap)



## Whitfield to Town Centre

Whitfield is a residential estate located in the south of Glossop. It is separated from other neighbourhoods by A624 Charlestown Road / Victoria Street, and Glossop Brook. Whitfield has one school, St Mary's Catholic Voluntary Academy, and a central play area. Gladstone Street provides a through route across Whitfield between Victoria Street and Hague Street. Through traffic has been removed from Freetown using several point closures. There are several existing traffic-free paths between Freetown and Whitfield Avenue.

Proposals to link Whitfield to the town centre and other neighbourhoods include:

### 1. Via St James' Residential Area

- a) Existing road closures and modal filters to be improved to allow smooth, comfortable access to people walking, wheeling and cycling. Dropped kerbs and bollards at 1.5m spacings to be provided. Public realm improvements.
- b) The end of Freetown at Charlestown Road currently has a 'No Vehicles' traffic restriction. Public realm improvements to be implemented here to provide an attractive route from Whitfield to proposed crossing and onwards connections.

- c) The existing crossing on Victoria Street to be relocated to be in line with proposed road closures on Freetown and Hollin Cross Lane to provide direct, coherent connections between residential areas. Crossing to be upgraded to a Toucan crossing.
- d) Close Hollin Cross Lane between Charlestown Road and James Street to provide pedestrian connection between residential areas. Access to driveways may be retained from James Street end. Public realm improvements proposed.
- e) Proposed road closures elsewhere may lead to an increase in traffic on St Mary's Road and at the junction with Victoria Street. Traffic calming measures may be required on St Mary's Road. The aim is for through traffic to remain on Victoria Street / A57 rather than use St Mary's Road to bypass this busy junction and town centre traffic lights. Proposed improvements may lead to more children walking, wheeling or cycling to schools in the area.
- f) Route follows proposals detailed in St James' Residential Area section.



Figure 27: Example of an existing road closure on Freetown



Figure 26: Proposals for Victoria Street crossing

## 2. Via Victoria Street

- a) Improve pedestrian priority over St Mary's Road. Extend parking restrictions along St Mary's Road to improve visibility.
- b) Collier Street junction to be tightened to improve pedestrian priority and reduce vehicle turning speeds. Public realm improvements are proposed outside of shops and takeaways to prevent pavement parking and provide a wider, more attractive footway. Opportunity for planting, seating and/or cycle parking.
- c) Improve pedestrian priority across Howard Mills access road. Raised crossing may be provided and corner radii tightened to improve visibility for pedestrians. Widen footways into Howard Mills.



Figure 28: Proposals for junction between Collier Street and Victoria Street



Figure 29: Simmondley to Town Centre Proposals (OpenStreetMap)

## Simmondley to Town Centre

Simmondley is a large residential estate in the south of Glossop. It is separated from the rest of the town by Primrose Lane. Steep gradients running down to Long Clough Brook and Primrose Lane from the north and south also create separation between Simmondley and the rest of Glossop. Simmondley Lane and Simmondley New Road are the main roads within Simmondley and provide access to Charlesworth via High Lane. Simmondley Primary, Simmondley Medica Practice and the Co-op create a local centre around the junction between Smedley Lane and Pennine Road. Traffic-free routes through Gamesley Woods can be accessed via Green Lane and provide onward connections to NCN Route 62 and Broadbottom.

Proposals within Simmondley include:

1. Improving wayfinding through Simmondley to connect users to the Gamesley Woods traffic-free routes and onto Broadbottom.
2. Provide traffic calming on Simmondley New Road. Traffic volumes and speeds may be on verge of exceeding requirements for cycling in

mixed traffic. There is a lack of footway at the western end of Simmondley New Road and vehicle speeds increase on the approach to Primrose Lane due to gradients. The gradients at the northern end of Simmondley New Road exceeds 10% and may deter people from cycling this route.

3. Tighten junction between Simmondley Lane and Pennine Road. There is the potential to place the junction on a raised table to act as a gateway feature. It is recommended that seating and cycle parking be provided around the row of shops to enhance area as a local centre. Parking restrictions and enforcement is recommended to keep footways clear. A continuous footway should be provided across the entrance to the car park.
4. Continuous or ramped crossings should be provided over side roads on Simmondley Lane to improve pedestrian priority.
5. The existing traffic-free cut-throughs around Simmondley should be widened and improved where practicable, particularly between Pennine Road and Primrose Lane. Suitable lighting should be provided along with dropped kerbs.



Figure 30: Proposals for junction between Simmondley Lane and Pennine Road

Proposals to connect Simmondley to other neighbourhoods within Glossop include:

6. Controlled crossings should be provided at the junctions between Simmondley Lane, Primrose Lane and the A57 to provide safer crossing points for users.
7. Provide a controlled crossing over Primrose Lane to the south of Brookside to improve access to cut-through to Sunlaws Street.
8. Provide a controlled crossing over Turnlee Road at the end of Simmondley New Road. There is currently an uncontrolled crossing over Turnlee Road on the eastern side of the junction. Turnlee Road has a traffic volume of 6185 based on DfT traffic counts for Site: 17700 with a speed limit of 30mph. Based on LTN 1/20 Table 10-2, a controlled crossing

(parallel or signalised) should be provided to accommodate all users. It is recommended that the crossing point be located to the western side of Simmondley New Road as this is on the desire line due to the lack of crossing on the eastern side of Simmondley New Road. A dropped kerb or a permeable access through the existing road closure on the north side of the carriageway should be provided to provide smooth access to users on Overdale Drive and Earls Way.

- 9 The existing modal filter between Earls Way and Slatelands Road should be improved to be in line with LTN 1/20 Section 8.3. It is recommended that the existing gate be replaced with bollards at 1.5m spacings to allow smooth passage for users walking, wheeling, or cycling.



Figure 31: Existing road closure on Primrose Lane at the end of Simmondley New Road



## **Leisure Routes**

There are a number of popular off-road walking routes located around Glossop. These include:

- Existing Public Rights of Way between A57, Manor Park Road and Old Glossop.
- Walks to Shire Hill
- Circular route to Mossy Lea via Shepley Street and A57 (as proposed in DCC Key Cycle Network)

Improvements to these routes, to connect users to these routes, and wayfinding / publicising of these routes should be implemented to encourage residents and visitors to make use of them as assets.

## Wider Linkages

### Dinting Gap

The Pennine Bridleway is a 205-mile route purpose built for cyclists and horse riders which currently has a 4.5km uncompleted gap around the west side of Glossop. This section has proven to be one of the most difficult to complete and work has been ongoing for many years to complete the gap.

The original proposed route ran from Green Lane in Simmondley to the A57, including a section

that ran parallel with the railway line and under the railway viaduct at Dinting. This route was approved by the Secretary of State. However, further investigation over the past 2 years, including consultation with Network Rail, has indicated that this route (under Dinting arches) is unlikely to be feasible.

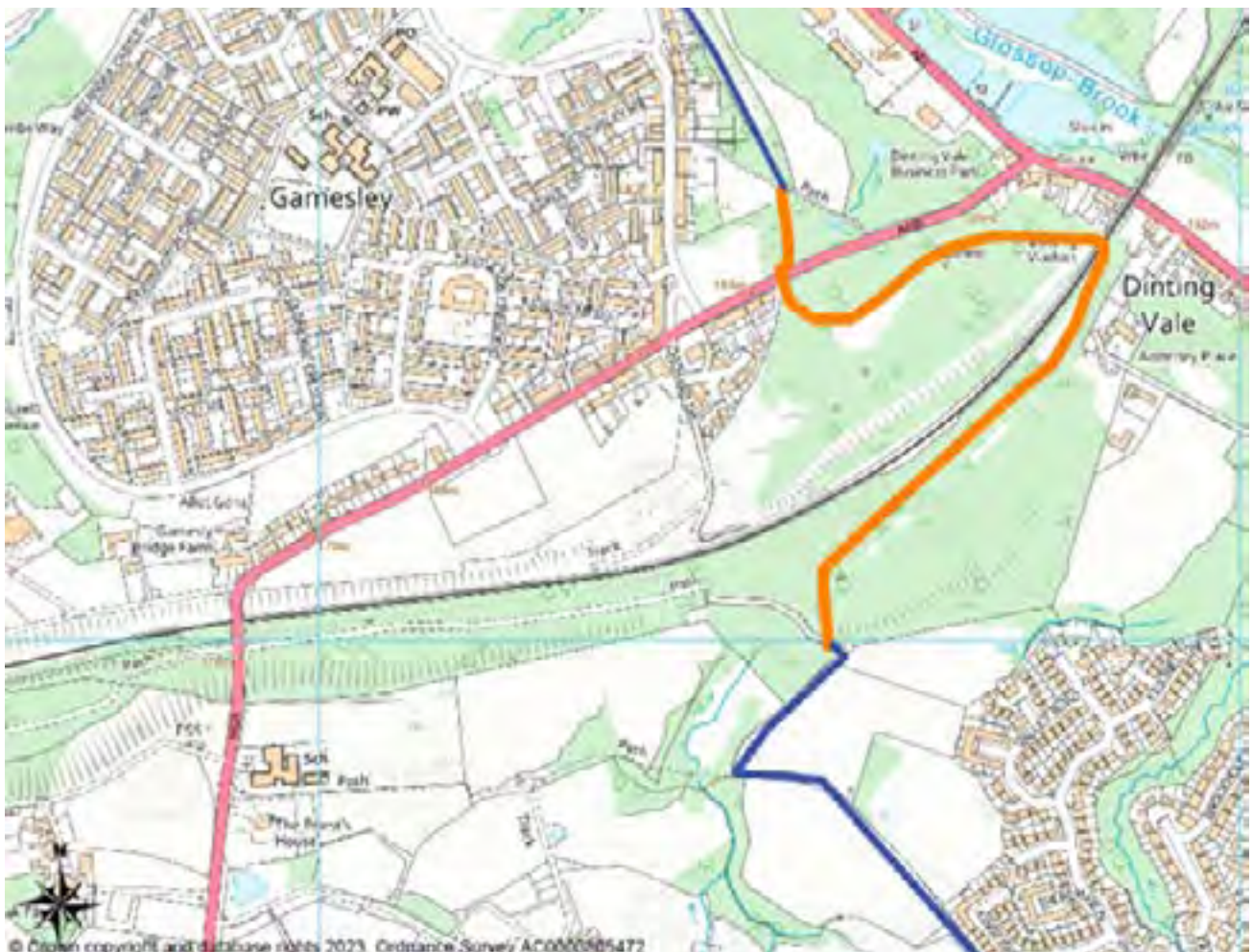


Figure 32: Route approved by Secretary of State which has been found to be infeasible



Several alternative routes have been identified and two are under further investigation:

1. The route leaves the NCN Route 62 near to Long Lane and runs on an existing traffic-free path through Gamesley Woods to A57 Glossop Road at Kinderview Children’s Day Nursery. The route would then cross the railway on Glossop Road and tie back into NCN Route 62 on Melandra Castle Road. Glossop Road has is highly trafficked and with fast moving vehicles. There would be insufficient space on the railway overbridge to provide separated cycle infrastructure.
2. The route leaves the NCN Route 62 near to Long Lane and passes underneath Broadbottom viaduct. A new traffic-free route would be required between Broadbottom viaduct and an existing access track at Robinwood Farm. From here

the route would tie back into NCN Route 62 at Glossop Road on the northern side of the railway.

The route northwards from the A57 to New Road, Tintwistle is to proceed with the route approved by the secretary of State (from the A57, across Hadfield Road and long the river to New Road, Tintwistle). The completed route then goes northwards via Arnfield. A number of studies were carried out to ensure that the route includes the safest road crossings, prevents harm to ecology and archaeology, and provides users with the best possible trail experience.

It is understood that completion of the route has been thwarted by many factors over the years, including a significant reduction in the total amount of funding available. However, work has continued and progress is being made in developing the route around Glossop.



Figure 33: Two potential routes being investigated



## Access to Schools

### Glossopdale School

Glossopdale School is the largest secondary school in the area, catering for approximately 1,000 pupils. Although located in Hadfield, the majority of secondary school pupils from Glossop attend the school. Glossopdale school is disconnected from much of Glossop due to the local topography. The main routes to the school are via Dinting Road, an existing traffic-free route from the A57 running parallel to Dinting Viaduct, and Newshaw Lane via Shaw Lane. An uncontrolled crossing of Dinting Road to the west of Dinting railway station was recently upgraded to a signalised crossing. Move More Glossop has previously carried out work to create a more attractive walking route to the school from Shirebrook Park and Glossop town centre.

Proposals include:

1. Provide a controlled crossing over Dinting Road, to the west of Dinting Lane, where pedestrians are forced to cross from the north side of the carriageway to the south due to the footway ending.
2. Implement the measures outlined in the Sustrans Feasibility Report which was commissioned by Move More Glossop and discussed later in this section. This will provide pupils a traffic-free route to the school from several residential neighbourhoods within Glossop.
3. For pupils travelling from Simmondley, Adderley Place should be resurfaced and the traffic-free link between Adderley Place and the A57 should be improved to provide a more attractive route. A controlled crossing over the A57 should be provided at the point where this link meets the A57 to provide a safe connection towards the traffic-free route at Dinting Viaduct.
4. For pupils travelling from Gamesley, the northern section of Cottage Lane should be closed to motor traffic, resurfaced and the lighting improved to provide a safer and more comfortable link. A crossing on the eastern arm of the junction between the A57 and Shaw Lane should be provided as this is on the desire line for pupils heading to the school from Cottage Lane. Continuous or ramped crossings should be provided across side roads on Shaw Lane and Newshaw Lane to provide greater priority for pupils heading towards the school.
5. A school street may be implemented on The Shaw to provide safer access for pupils using the pedestrian entrance at the rear of the school fields.
6. The traffic-free route which runs parallel to the school between The Shaw and Newshaw Lane should be widened to create a shared use footway.
7. Continuous crossings should be provided at side roads on Shaw Lane and Newshaw Lane to improve priority for pupils accessing the school.



Figure 34: Existing surface between Simmondley Lane and Adderley Road

### **Other Schools**

School streets could be implemented at four school including Simmondley Primary School, St Luke's CofE Primary School, Duke of Norfolk CofE Primary School and St Mary's Catholic Voluntary Academy.

There may be an option to permanently filter Spire Hollin in the vicinity of St Luke's CofE Primary School. This would keep through traffic on North Road and Dinting Road and create a safer and more attractive environment for pupils accessing the school.

Several schools have existing traffic-free 'cut-throughs' running adjacent to them. These cut-throughs could be improved by widening the access routes, improving the lighting, and improving the path surfacing. This may require a small amount of land take from adjacent the school grounds to accommodate path widening in some cases. It is also recommended that improved wayfinding on these routes is provided to make journeys more coherent.



Figure 35: George Street- Chapel Street - Market Street Proposals (OpenStreetMap)





## Area Treatments

### **George Street – Chapel Street - Market Street**

A natural neighbourhood is formed around George Street, Chapel Street, Market Street and Cross Street due to Glossop Brook and the A57. These streets have retained much of their original buildings and character particularly George Street which consists of a number of small independent shops and businesses. George Street provides an attractive gateway to the town centre from residential areas to the south due to the existing Webster Bridge across Glossop Brook. Chapel Street provides a quiet connection between George Street and the town hall.

Proposals are aimed at further prioritising pedestrians in this area and improving the connection between George and the town hall, as well as further enhancing George Street as a gateway between the town centre and the residential areas to the south. Proposals include:

1. The footway at the southern end of George Street could be improved to provide a smooth path for people walking and wheeling, without any inaccessible kerbs. A surface treatment and/or traffic calming measures could be implemented to give pedestrians priority to walk on the carriageway due to George Street being a cul-de-sac with minimal traffic volumes and low speeds. Some additional parking restrictions may be required to keep the footways clear from parked cars.
2. Build-outs are proposed on the south side of Chapel Street at the junction with George Street. These build-outs will improve pedestrian priority across Chapel Street by reducing crossing distances, improving visibility, and reducing vehicle turning speeds. Standardised uncontrolled crossings with tactile paving can be provided on the desire lines on all arms of the junction. The build-outs will also provide space for SuDs, cycle parking and may provide space for seating outside of George Street books or other facilities. The build-outs will also formalise parking on Chapel Street, reducing the likelihood of pavement parking, and will reduce traffic speeds by narrowing the carriageway. Carriageway surface treatment may also create implied priority for pedestrians although existing kerb upstands may make it difficult to provide a meaningful raised table junction.
3. Pedestrianising George Street between Chapel Street and the A57. This section of George Street is made up entirely of small businesses. There is car parking available on one side of the carriageway which can accommodate approx. 7 vehicles, but it is restricted to only allow parking for a maximum of 40 minutes between 9am – 6pm. The footways are currently littered with A-boards and stock from the shops, resulting in the effective footway widths being substandard for much of their length. Removing this parking and closing off the street to motor vehicles will create a much-needed traffic-free space for pedestrians within the town centre where seating and planting can be provided. The bars and cafes on the street would be able to provide outdoor seating for customers and public realm improvements would make the street more attractive to all users. The experience for people

walking and wheeling on the A57 would also be improved as they would have one fewer side road crossing to navigate. The street would act as a key gateway for pedestrians. The seven parking spaces could be accommodated on adjacent streets or on the informal car park located on the south-west corner of Chapel Street. Timed access to the street for delivery vehicles may be provided is required.

4. Chapel Street to be made one-way to enable the widening of the footway on the northern side of Chapel Street. Continuous or ramped crossings provided across side roads on Chapel Street to improve pedestrian priority. Additional build-outs on Chapel Street may be provided to accommodate planting, seating and/or cycle parking to create a more attractive environment for pedestrians and residents.
5. Provide a footway on the eastern side of Market Street between A57 and Philip Howard Road. Redundant bus stop on Market Street to be removed to accommodate footway.

Market Street to be made one-way if required to accommodate footway. Crossing to be provided being Market square steps and Chapel Street to improve pedestrian permeability.

- 6 There is currently no convenient walking route between Victoria Street, Market Street and the off-road paths to the west of Philip Howard Street. There is an implied footpath through the car park at the rear of the town hall but this is regularly blocked by parked cars. People cycling are also required to cycle through the car park in order to avoid the A57. The car park represents a major point of severance between neighbourhoods on the south side of the A57. It is recommended that a more formal and separated shared-use path for people walking and cycling is provided through the car park with suitable crossing points on either side. Closing an access point to the car park on either Victoria Street or Philip Howard Street would also prevent rat-running through the car park by vehicles avoiding the A57.



Figure 36: Proposals for junction between George Street and Chapel Street



## Cycle Parking

There is currently a lack of cycle parking across the town centre and residential neighbourhoods. Based on site visits and community engagement, the only existing cycle parking is located at:

- **Glossop Railway Station** – Located on the platform and therefore only accessible by railway users.
- **Howard Mills car park** – Located in a corner of the car park away from the main shop entrances.

As part of the Active Travel Masterplan, it is recommended that additional public provision be delivered across the town. This could take various forms, as identified below:

### 1. Short stay parking – Shops, cafes and amenities

- Users most concerned with convenience of access while having a safe place to secure their cycle.
- Cycle parking located close to shop fronts will generally provide good passive surveillance.
- Cycle parking should be located close to shop entrances so that it is clearly visible and convenient for potential users.
- Cycle parking at regular intervals on high streets should be provided. If required, car parking spaces should be reallocated to provide cycle parking without negatively impacting footway widths.

### 2. Longer stay parking – Residential, work, education, and railway stations

- Security is the primary concern, and many users will be willing to trade some convenience for additional security such as CCTV.
- Longer stay parking should be covered to provide protection to cycles from the weather.
- Secure and visible cycle parking should be provided at all schools to encourage pupils to cycle to school.
- Cycle parking at both Glossop and Dinting railway station should be provided with clear signage to alert users to its location.
- Cycle hangars on residential streets provide convenient cycle storage solutions to users who may not have space within their properties.
- Consider providing on-street toolkits and pumps to support cycle parking and infrastructure.

## Wayfinding

Throughout Glossop there are several traffic-free links and ‘cut-throughs’ within the residential estates. However, some of these links have stepped access only, many do not provide coherent connections and residents are unaware of them.

To encourage more people to walk around the town it is recommended that a wayfinding strategy is developed for the town so that people are provided with clear, direct routes between areas and key destinations. There is a tendency to misunderstand just how easily something can be accessed by walking. Giving this information in an easily understandable format makes people more likely to leave the car in one location and walk from one place of interest to another. These routes can utilise the various cut-throughs around the town to provide routes away from the highly trafficked roads and create a more attractive walking experience.

Providing signs which highlight the time it would take to walk to a location rather than the distance has also been shown to encourage walking.



Figure 37: Existing wayfinding signage to the Trans Pennine Trail





## Station Access Improvements

### Glossop Railway Station

Glossop Railway Station is located on the B6105 Norfolk Square, north of the A57. Glossop is the terminus of the Glossop Line which serves Manchester and Hadfield. There is a café located in the station building and a B&M store. There is a small car park located at the front of the station and a larger car park at the rear which is shared with Glossop Garden Centre. The two car parks are pay & display while the surrounding streets are free to park. Consequently, the station car park is often underutilised. There is cycle parking located on the station platform but this is only accessible to users of the railway. There are two taxi ranks near to the station – one on Henry Street and on Norfolk Square adjacent to the Norfolk Arms.

Proposals to improve access to the railway station include:

- Replacing the car park at the front of the station with more sustainable alternatives and public realm improvements. A small number of disabled bays can be retained at the front while the remaining parking spaces can be relocated to the rear of the train station. Planting, seating and cycle parking can be provided to create a more attractive approach to the station. This space could be used as a sustainable transport hub and used to store car club vehicles, rental e-bikes, etc.
- The access to the rear car park from Norfolk Street could be closed to remove the conflict between pedestrians coming out of the station and vehicles. This would increase the amount of pedestrian space outside of the train station.

- Closing Station Street, opposite the railway station entrance, would provide a direct and coherent onwards route for people wanting to travel east from the station.
- The footway on the eastern side of the B6105 could be widened to provide improved access to the existing signalised crossing. This signalised crossing should be upgraded to a toucan crossing to allow use by people cycling.
- Providing a westbound contra-flow cycle lane on Henry Street would provide people cycling with a route which avoids the junction between the A57 and B6105.



Figure 38: The entrance of the Glossop railway station.

## Dinting Railway Station

The station exists within an island of infrastructure; it is bound by three railway lines and Dinting Road, which links Glossop to Hadfield. Dinting Road is also the primary access to most residences is along Dinting Road; this only has a singular footway which is lined by a palisade security fence and limited crossing points. Dinting Lane requires all pedestrians to traverse a rail-bridge. The alternative is a detour over a poorly surfaced access track. A Housing Allocation site falls to the south of the station. There is strong disconnect between the station and the community.

Proposals to improve access to Dinting Railway Station include:

1. The closed level crossing over the railway line at Dinting Lane should be reopened to allow access for all users down this direct route and help connect the community to the station. If this is not possible, then the detoured route needs to be significantly upgraded.
2. The detoured access route which connects Dinting Road to Dinting Lane should be levelled and consistently surfaced to enable accessibility for all users. Lighting may not be appropriate given the landscape character of this route; however, it should be considered to improve feelings of security.
3. To consider how the existing footpath, which runs from the western side of the railway line and connects to Dinting Lane, could be enhanced as a pedestrian and cyclist route to the station. This would require addressing the level changes.



Figure 39: Access to Dinting Railway Station, from Dinting Road



Figure 40: The existing footbridge which provides access over the railway line on Dinting Lane



## Sustrans Route

### Glossop-Dinting-Hadfield-Hollingworth Review

Sustrans were commissioned by Move More Glossop to carry out a feasibility study for potential new cycling route between Glossop, Dinting, Hadfield and Hollingworth. The study aimed to establish a connected network with a focus on improving walking and cycling infrastructure and enhancing access to schools, employment sites, and the Longdendale Trail.

The priority for the study is to ensure that children from across the area can access the schools by walking and cycling; but the benefits stretch more widely to include improved walking and cycling access to employment sites, the three railway stations and improved connectivity to the NCN Route 62 Trans Pennine Trail (including the long off-road sections of the Longdendale Trail).

As the Glossop to Dinting Station section of the Sustrans route sits within this study area, the proposals for that section have been reviewed and commented on to agree with proposals or to provide potential alternatives where relevant.

#### Glossop to Dinting Station Review

1. It is agreed that the Shirebrook Drive to Cross Cliffe Drive path is narrow in current format. It is recommended that the path be widened to 3m. However, it is not recommended that Slant Close be proposed as the primary route as it is unlikely there will be much compliance from users due to the indirect and incoherent routing. While it would require the removal of trees along the river embankment to create a suitable shared-use path, it is recommended

that the riverside route be widened and utilised. This would likely require the removal of trees along the river embankment.

2. It is agreed that the route through Lidl car park and along the riverside is substandard and not suitable as a main walking and cycling route.
3. Traffic-free route between Philip Howard Road and A57 would need to be widened to 3m to provide a suitable shared-use path. The existing access between the route and the A57 is narrow (<1m) and would be inaccessible to a number of users. This access point would need to be widened but is constrained by Glossop Brook as well as having historic value.
4. It is agreed that riverside route between Shrewsbury Street and retail units is not suitable as a key walking and cycling route due to width constraints and lack of passive surveillance.

Alternative route suggested below:

- a. The proposed route joins Surrey Street from a traffic-free route to the west. Surrey Street is a flat west-east route with an existing road closure at its midpoint to remove through-traffic. There are several industrial units Surrey Street which may deter some users. There is an existing traffic-free railway underpass off of Surrey Street which provides connection to the north of Glossop.
- b. The existing modal filter on Surrey Street has bollards at 1.5m spacings in line with LTN 1/20. However, cars are regularly parked in front of the bollards, preventing passage to users. Providing a second row of bollards at the other end of the existing filter would prevent cars parking on the existing island. This may also

create space for public realm improvements such as seating and/or planting.

- c. A controlled crossing to be provided over Arundel Street due to assumed traffic volumes (parallel crossing recommended). Footways on either side of Arundel Street may be built out to provide landing space on either side of the crossing. Build outs would reduce the crossing distance, calm traffic, and formalise parking on Arundel Street to reduce the likelihood of pavement parking.
- d. Surrey Street currently one-way eastbound between Arundel Street and Railway Street. Contraflow cycling would need to be allowed on Surrey Street. Contraflow cycling signed only, inadequate space for a separate lane. May lead to some conflict between users.

- e. Routing ties into proposals on Henry Street previously discussed within the St Mary's Road Residential Area proposals.

### Proposed DCC Local Network Review

1. It is recommended that LCN follows Sustrans' Glossop to Dinting Station routing through the woods between the viaduct and Glossop Brook Road rather than utilising the riverside path.
2. It is recommended that the alternative route suggested above be used to connect users from Glossop Brook Road to Norfolk Square.
3. Agree with the proposals for the proposed LCN route from Norfolk Square to Old Glossop via Manor Park.



Figure 41: Potential Alternative Route (Sustrans route shown by red line)

## Miscellaneous

As well as the proposals outlined above, there are a number of general and isolated proposals across the town. These include:

- Reduce speed limits within the town to 20mph.
- Additional controlled crossings over busier roads.
- Provide benches where practicable on streets with steep gradients to allow people to stop and rest if required.
- Tightening up junctions and reducing corner radii to reduce vehicle turning speeds, reduce pedestrian crossing distances, improve user safety, and reclaim carriageway space for public realm improvements.
- Provide a diagonal filter at the junction between Fitzalan Street and Talbot Street. This would remove Talbot Street as a through route to vehicles. Traffic would still be able to travel between Talbot Street south and Fitzalan Street east, and Talbot Street north and Fitzalan Street west. This would help to create a quiet route on Talbot Street towards the railway station and keep traffic on Fauvel Street and Howard Street.

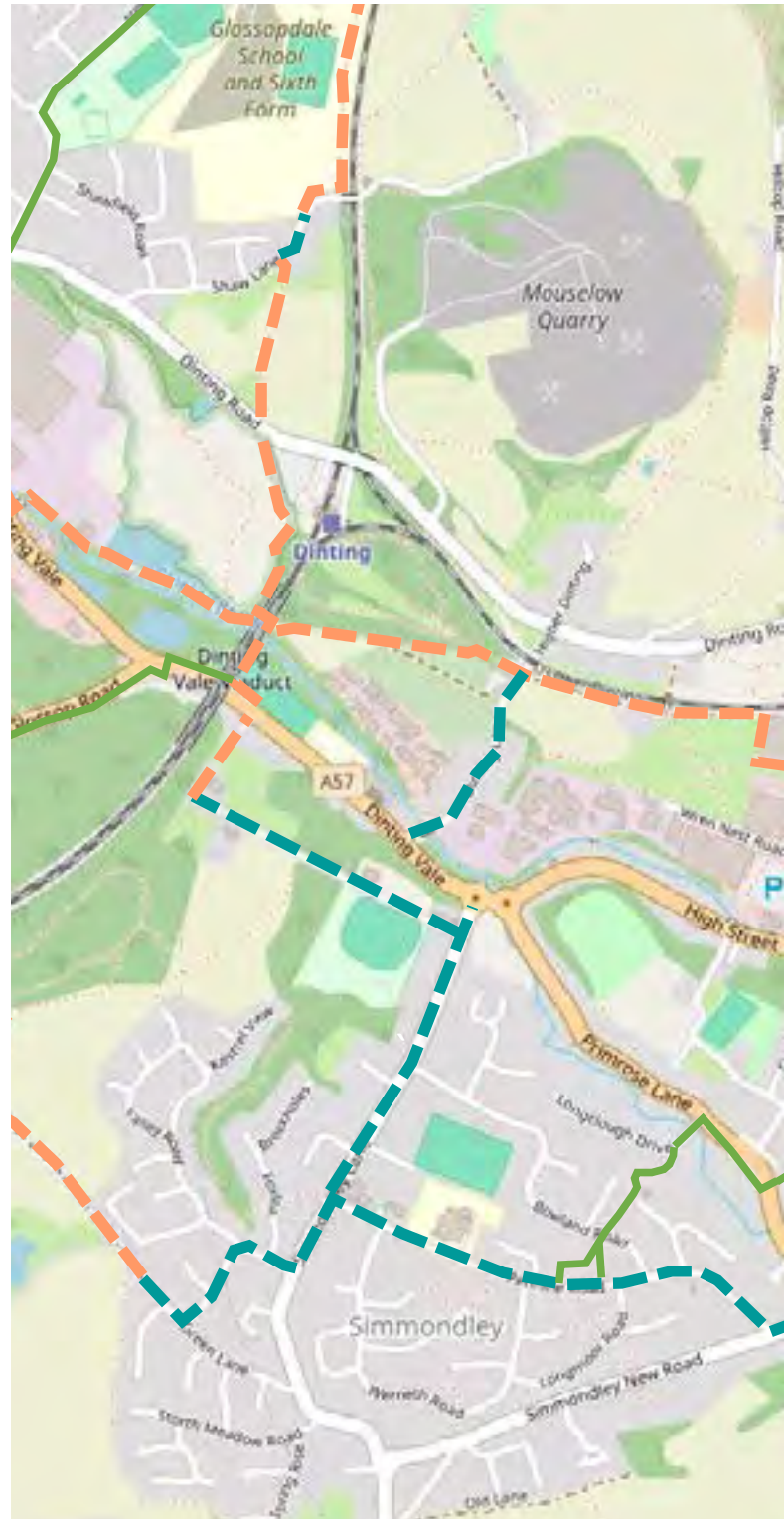
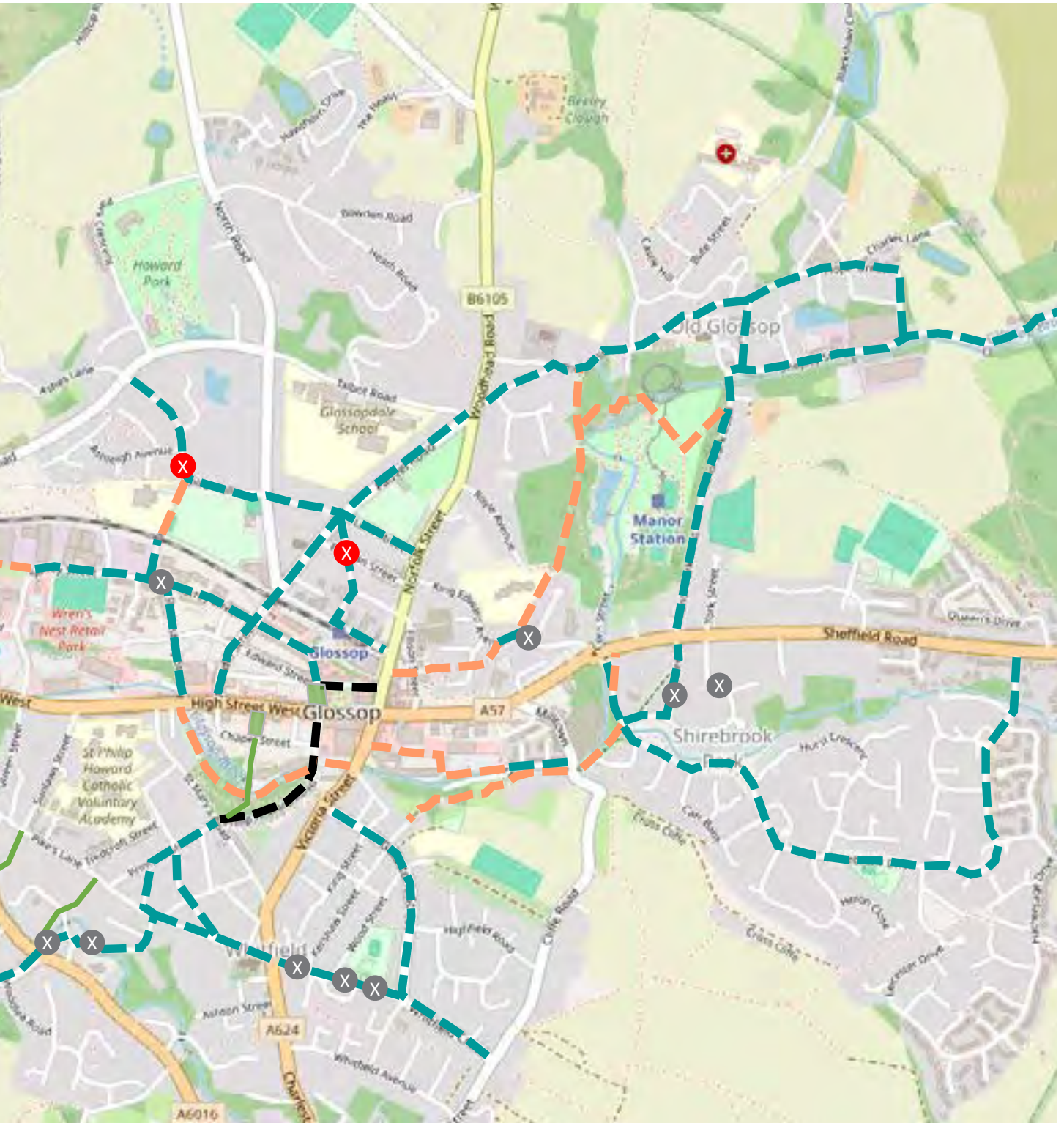


Figure 42: An overview plan of the proposals.



# 7. Network Development



# 7. Network Development

As part of finalising the active travel masterplan, a series of tests will be undertaken (as recommended by Active Travel England) which benchmark existing active travel provision and assess potential improvements.

These tests will include the following:

<b>Porosity</b>	Involves testing the connections between neighbourhoods, recognising that the perimeters of neighbourhoods (often busy roads) can act as barriers to local walking and cycling trips.
<b>Mesh Density</b>	Considers the coverage of existing (and planned) cycle routes in order to help identify where there are gaps. It is a simple analysis of the length of cycle route within each kilometre square.
<b>Permeability</b>	Considers how many clear routes run through each neighbourhood. These routes need to connect to gateways across perimeter routes.
<b>Rat Run</b>	Considers the potential for the encouragement of through-traffic on inappropriate routes.

To apply the above tests, it is first necessary to map locations of severance / barriers to active travel so that existing ‘neighbourhood’ areas can be identified (which are defined by the boundaries of these barriers). ‘Gateways’ are then identified as routes between these neighbourhood areas.

## Severance

All features of severance within the study area have been identified. These include natural barriers, as well as infrastructure such as roads which have no cycle infrastructure or which are difficult or hazardous to cross by active travel due to the speed and / or volumes of traffic.

These have been identified through the site audits and with information from the various engagement sessions.

## Identifying Neighbourhood Areas

Using the severance barriers, potential neighbourhood areas have been developed (for the purposes of the tests only). These area blocks vary in size, and are largely bound by the main routes through the study area. Each neighbourhood has a different character and a different propensity to connectivity and permeability, based on its location and street structure.

## Gateways

‘Gateways’ have been identified where there is a formal crossing point which allows pedestrians and cyclists to move from the street of one neighbourhood area to the street of another neighbourhood area. These gateways help to connect local streets both within neighbourhoods to other local streets in adjoining neighbourhoods across the lines of severance identified; they help to support flow of pedestrian and cyclist movement.

## Testing

### Porosity Test

A porosity test has been applied to the existing neighbourhood areas. This seeks to highlight how 'open' a neighbourhood is in terms of its connections to other neighbourhood areas.

To understand porosity, the maps have been separated to show both pedestrian porosity and cyclist porosity. This helps to identify the differences in crossing type and links, for example cyclist gateways exclude crossings which lead onto pedestrian only footpaths, or which are pedestrian-only crossings.

The Porosity Test will be completed as part of the Final Active Travel Masterplan.

### Mesh Density Test

The mesh density test helps to show whether the grid of cycle routes is tighter (with more route choice) or looser (less extensive) using a simple analysis of the length of cycle route within each neighbourhood area. The neighbourhood areas are shaded based on the length of cycle infrastructure in each area. The following criteria has been used to determine the density of each area. This measures the length of cycle way per m<sup>2</sup>.

To consider improvements made to the network, a mesh density analysis was carried out which examined the following.

1. Existing cycle facilities in the area.
2. Proposed Key Cycle Network and Local Cycle Network routes.
3. Proposed Active Travel Masterplan 'local routes'.
4. Proposed Active Travel Masterplan 'local routes'.
5. Proposed Active Travel Masterplan 'strategic routes'.

Any routes which run within or alongside the perimeter of the neighbourhood area included within the calculation for each neighbourhood.

If all the proposals are included there is an improvement in coverage for many of the Neighbourhood areas. In terms of developing the cycle network, this analysis illustrates the potential unlocking which could be delivered if the Active Travel Masterplan schemes are delivered complementary to the LCWIP routes.

The Mesh Density Test will be completed as part of the Final Active Travel Masterplan.

### Permeability Test

Existing Permeability shows the existing routes and gateway crossing points, where they provide onward pedestrian and cyclist movement. Proposed permeability shows how the proposed route network connects to the gateways, providing onward movement for users.

The Permeability Test will be completed as part of the Final Active Travel Masterplan.

### Rat-Run Test

The Rat-Run Test will be completed as part of the Final Active Travel Masterplan.

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# 8. Behaviour Change Strategy

## 8. Behaviour Change Strategy

**The Glossop Active Travel Masterplan proposals will provide opportunities for those living and working in Glossop to choose active modes for short distance trips. However, travel choices are not calculated equations but rather influenced by a range of social factors. This means that, unlike cars, people can be motivated and willing to change their mind.**

The main challenge, however, is that people's daily lives are full of choices, and therefore travel habits tend to gravitate towards social norms that are currently biased towards using the car for short distance trips.

A behaviour change strategy will therefore be needed to support the proposed infrastructure investment and maximise the uptake of walking, wheeling, and cycling within Glossop. This strategy will seek to improve the community's understanding of their travel choices, motivate change, and disrupt engrained habits. This 're-framing of the normal' will be achieved by focusing on the key motivational buttons of personal wealth, personal health, and the climate emergency.

### Scale of Ambition

As noted in Section 2, data from the Census showed pedestrian trips accounted for circa 13% of trips to work in Glossop, with cycling constituting 1% of trips to work. The figures for across the East Midlands are approximately 12% and 3%, meaning there are slightly greater levels of walking in Glossop than across the East Midlands but fewer cycling trips.

The Government has an ambition for half of all trips within England's towns and cities to be made by active modes by 2030. This essentially means the number of trips for commuting,

education, shopping and personal business (i.e. trip purposes most likely to be contained within a town) need to more than double (over the England average) to achieve this ambition.

### Potential for Community Champions

The initial engagement identified several Glossop-focused community groups with a strong interest in active travel, such as Move More Glossop and Glossopdale Action for Sustainable Travel. Involvement of these organisations will be important to test ideas locally and develop an overall communication strategy. Work with these groups could be complemented through partnering with Derbyshire and Borough-wide

organisations such as Walk Derbyshire and Sustrans.

### **Perceptual Barriers to Active Travel**

The preceding sections of this Active Travel Masterplan have considered physical barriers to increasing levels of walking, wheeling and cycling in Glossop. Prior to selecting the methods of promoting any new walking and cycling, it's important to consider some of the barriers that may exist to utilising any new infrastructure.

It is widely understood that the factors influencing an individual's propensity to walk (and particularly) cycle is a complex and multi-faceted interaction of individual, attitudinal, built environment and trip characteristics.

Safety concerns have been identified as a key challenge during our engagement to date. In total 66% of adults surveyed as part of the National Travel Attitudes Survey (2019) stated that "*it is too dangerous for me to cycle on the roads*". This barrier varies by age and gender, with 71% of women agreeing with this statement compared to 61% of men.

Another key barrier commonly cited is trip distance and topography, with longer (and hillier) trips more attractive by car / public transport owing to the longer travel times and physical exertion associated with walking or cycling the same trip. Distance and topography will be addressed to a certain extent by the proposals within this Active Travel Masterplan – in that a more coherent network will be easier to navigate. However, this could be further tackled through a pro-active programme of led walks, cycle training and the promotion of e-bikes (that are able to go longer distances, be used by a greater range of people, and are good at assisting with

topographical challenges).

Lastly, the concept of Personal Travel Planning is built around the concepts of providing people with better information, challenging pre-conceptions and travel habits, and motivating them to try new modes. This tallies with evidence that Personal Travel Planning is most effective in areas that have recently developed new sustainable transport infrastructure.

### **Strategy Components**

There are several methods of promoting new walking and cycling infrastructure to maximise potential usage following installation. Many of these methods are complementary, such that a scaled approach can be tailored both to the location but also the potential budget available (or, for instance, in the case that implementation funding is not achieved and components are delivered as and when other funding allows).

The following tables provides a range of suggested behavioural change promotional models, with examples of delivery methods broken down into bronze, silver, and gold level categories.

- **Bronze level** represents the minimum approach which relies on the infrastructure to advertise its presence within the area along with consultations, social media advertisements and public notices.
- At the **Silver level**, specific groups who would use the infrastructure are targeted.
- **Gold level** requires specific households to be targeted with personal travel plans and incentives to encourage people to actively travel.



### Bronze: Level 1 (No Specific Audience)



Route Signage



Scheme Consultation



Site Work notices

The minimum approach relies on the infrastructure itself to advertise its presence, i.e. people will see the infrastructure and also be alerted via any consultation / public notices surrounding the scheme prior to its delivery. This is essentially the 'build it and they will come' philosophy. The weakness is that there is only a very minimum relationship formed between the infrastructure and people's perceptions of their day-to-day needs. The relevance of the infrastructure to an individual may therefore be missed. Off-road infrastructure may also not be seen by those using other modes (e.g. car) therefore missing out on potential behaviour change benefits.

This is the standard approach for pedestrian and cycle infrastructure improvements.

### Bronze: Level 2 (No Specific Audience)



Builds on Bronze Level 1



Traditional Media Press Release



Social Media Posts

This approach seeks to promote the scheme via association with positive messages around both why the scheme has been implemented and its potential benefits to residents. Media messages will not be targeted to specific groups of households (though could be area based), however, and are likely to be seen by those far from the scheme which reduces relevance. This would also include engagement with community organisations to promote the scheme.

### Bronze: Level 3 (No Specific Audience)



Builds on Bronze Level 1 / 2



Launch Events

This approach seeks to add to any traditional / social media strategy through specific activities associated with the infrastructure to draw the attention of potential users. Such events could include photo opportunities with the press, "Dr Bike" cycle maintenance sessions, e-bike demonstrations, cycle security sessions with the police, and support via local cycle groups. Larger schemes may justify cycle 'fun' days with displays by BMX and other cycle-organisations.



Figure 43: Dr Bike Session run by Derbyshire County Council at Chesterfield Market

## Silver: Residential Audience

✓ Builds on Bronze Levels 1 / 2 / 3

✓ Active Travel Packs

This approach specifically targets those for which it is hoped the infrastructure would be of most benefit and seeks to overcome barriers through the provision of information. This is most commonly done via preparation of Active Travel information packs to include information to encourage new cyclists to start cycling, including the latest area cycle map.

Travel packs could be distributed digitally, with the residential contact being reduced to a letter with a QR code. This would enable links to online cycle mapping (if available). Some form of printed material would be needed for those without access to the internet.

This is the recommended approach if BM1 (Strategic Routes) is delivered in isolation.

## Silver: Employer Organisation Audience

✓ Complimentary to Bronze Levels

✓ Management Engagement

This approach seeks to target those businesses (and other organisations) for which it is hoped the infrastructure would be of most benefit to employees (and visitors). The strategy would be to engage with business organisations at a management level, who could be sent Active Travel information packs to be sent onto employees. This could also include a locally tailored guide on how to make businesses cycle friendly and provision of site specific advice, and advice on sustainable travel grants (if available).

This could be used in particular to support the delivery of the Mobility Hubs big move, encouraging workplaces to adopt additional cycle storage infrastructure.



## Silver: School Audience

✓ Complimentary to Bronze Levels

✓ School Engagement

This approach recognises that school trips are an important component of cycling, and those cycling younger are more likely to continue cycling as an adult. Those schools near to the infrastructure could be approached to determine which have taken up Bikeability / Road Safety education training, and if this could be targeted around the opening of proposed infrastructure. This can be supplemented by site audits and provision of assemblies and other activities such as a banner competition for the school gate. This approach also has the benefit of raising awareness with adults around the opening of the scheme. Care needs to be taken, however, that schools have appropriate scooter / cycle parking available (see Gold: School Audience).

This can be supported with existing Derbyshire ModeShift initiatives for schools.



Figure 44: Bikeability Training run by Derbyshire County Council in Bolsover

## Gold: Residential Audience



Builds on Bronze and Silver Level 1



Travel Advisors (motivational dialogue with residents)

Those households for which it is hoped the infrastructure would be of most benefit could be targeted via a programme of traditional Personal Travel Planning (PTP). PTP seeks to encourage mode shift via visits to households by trained travel advisors to ask how people travel and to encourage greater use of walking, cycling, public transport and car share. Although PTP can be used to promote specific infrastructure, it is generally on the basis of all-modes advice. The scale of the scheme would determine viability, with schemes less than 4,000 households generally costing more due to efficiencies of scale issues (although remain deliverable, particularly if smaller schemes can be packaged).

This can be delivered with or without the incentives package below.

The added value of this approach is that, whilst on the doorstep, the travel advisors can also promote local bus services and Derbyshire's Kinto Car Share scheme.

## Gold: Residential Audience (Incentives)



Builds on Gold (Residential Audience)



Bicycle and E-bike loans

In addition to providing travel information and the motivational dialogue of travel advisers, residents could be offered high-quality incentives to promote active travel. This approach was trialled by NCC during the COVID-pandemic as an alternative to traditional PTP. The incentives could include Activity Trackers (such as FitBits), and 3-month pedal and ebike loans (with options for post-loan purchase or return) and / or discounted bicycle / ebike purchase. This would need to be accompanied by adult cycle training courses.

Gold Residential + Incentives is the recommended approach if the Derbyshire Active Travel Masterplan for Glossop secures a large infrastructure grant.

## Gold: Employer Organisation Audience



Builds on Silver (Employer Organisation Audience)



Employee Engagement

This approach builds on engagement with organisations at a management level, with more intensive work with employees via the arrangement of travel clinics and / or arrangement of Dr Bike, cycle maintenance training and adult cycle training at business / organisation venues. This can be delivered with or without the incentives package below. This approach could also be linked with initiatives at local Job Centre Plus venues (as per previous pilot project in Derbyshire).



#### Gold Level 4 (Employer Organisation & School Audience, Incentives)



Builds on Silver (Employer Organisation & School Audience)



Builds on Gold (Employer Organisation)

This approach builds on business and school engagement via the provision of grant funding to enable organisations to purchase cycle shelters, bike maintenance kits, and other active travel enabling infrastructure.

#### Gold Level 4 (Residential & Employer Organisation, Cycle Training)



Builds on Residential Audience & Employer Organisation projects

Cycle training sessions could be provided (adult cycle training, maintenance training and Dr Bike sessions) within Glossop to support the residential and employer organisation initiatives. (It is assumed that child cycle training would not be required, since this would be covered by separate Bikeability budgets).



Figure 45: A pedestrian walking in Glossop town centre.

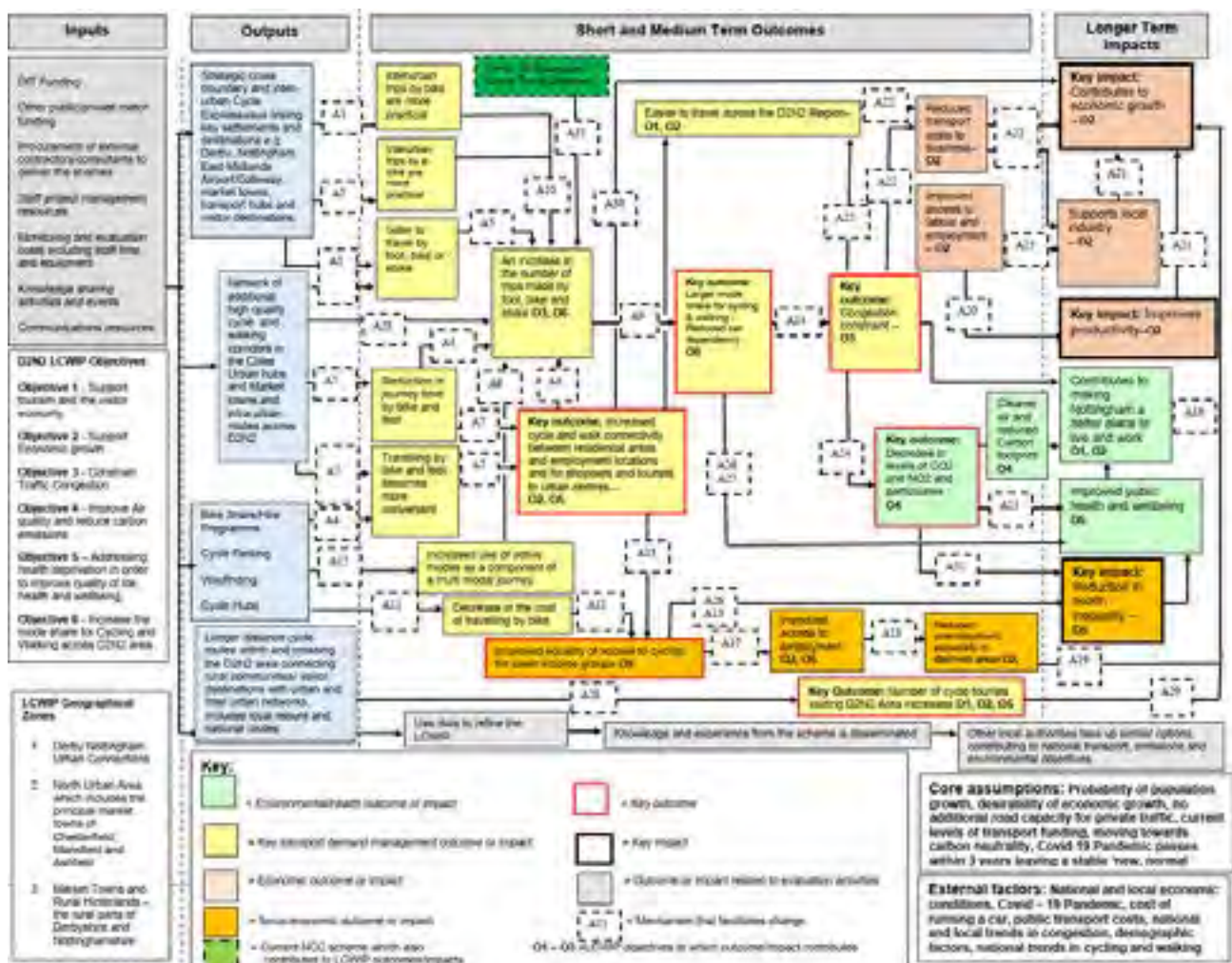
# 9. Evaluation Framework

# 9. Evaluation Framework

A pillar of the Levelling Up white paper was to “transform its approach to data and evaluation to improve local decision-making.” It is therefore important to consider, prior to construction, what constitutes successful delivery of the Glossop Active Travel Masterplan, and the monitoring and evaluation of the scheme’s performance after construction.

As noted in Section 1, this Active Travel Masterplan has been developed on a foundation of existing analysis, including the D2N2 Local Cycling and Walking Infrastructure Plan. This D2N2-wide strategic document included the following Logic Map, showing how investment in wheeling, walking and cycling is anticipated to create a range of positive outcomes.

Figure 46: Logic Map summarising the positive outcomes of investment



## **Pedestrian and Cycle Counts**

It will be important to identify the baseline usage of key routes within Glossop, such that the impact of the Active Travel Masterplan proposals can be measured. The Value for Money Guidance for the Active Travel Fund Tranche 4 recommended use of post-pandemic counts to support business case submissions.

Counts of cyclists would need to include cyclists using the footways, which are sometimes missed in standard traffic count specifications.

## **User Satisfaction**

The Government recognised in its Active Travel Fund guidance that some schemes “may provoke a strong reaction amongst local road users.” It therefore published public opinion survey guidance recommending that a representative sample of the population can be asked their opinion on the impact and perception of schemes. In addition, the Levelling Up Fund evaluation framework included important metrics relating to the ‘health’ of town centres, such as perceptions of safety and levels of social interaction within town centres. As such, and given that active travel improvements are also expected to contribute to overall wellbeing (physical and mental health), it is anticipated that a robust evaluation methodology would include representative polling in addition to the survey planned for the 2024 consultation on the draft Active Travel Masterplan.

## **Approach to Participants of Behavioural Change Programmes & Events**

The behavioural change programme would be designed to maximise the usage of any new infrastructure. As such, the methodology for its evaluation will need to carefully disaggregate between impacts of the infrastructure itself and the uplift associated with the promotion of new travel choices.

The DfT has developed and published guidance on the data it seeks local authorities to gather in respect of behaviour change programmes and projects (Monitoring and Evaluation Guidance, Capability and Ambition Fund). As such, any behaviour change programme would be monitored in accordance with this guidance (though noting that the final form of the programme would need to be finalised prior to the evaluation plan being agreed).



Measure	Stage	Data Collection Stage	Collection and Review Method	Aspects to Agree with Scheme Funders
<b>Scheme build</b>	Input (Project Management of build and risks)	During Delivery	Project Control Board Minutes	
<b>Completed scheme</b>	Output – delivered product; changes in scope	Post Opening	Project Control Board Minutes	
<b>Costs</b>	Input – financial analysis	During delivery and post-opening	Project Control Board Minutes	
<b>ATE Tests (Porosity, Mesh Density, Permeability)</b>	Outcome – compare before and after.	Pre and Post opening	ATE Test Methodology	
<b>Pedestrian and Cyclist Numbers</b>	Outcome – compare before flows to out-turn flows	Pre and Post opening	Numerical counts of pedestrians and cyclists	Location of count locations
<b>Proportion of children arriving at school on foot, scooter or cycle.</b>	Outcome – compare before flows to out-turn flows	Pre and Post opening	School Travel Surveys	
<b>Collisions (Pedestrians)</b>	Outcome – compare before collisions to out-turn collisions	Pre and Post opening	STATS19 data	
<b>Collisions (Cyclists)</b>	Outcome – compare before collisions to out-turn collisions	Pre and Post opening	STATS19 data	
<b>Representative Town Population Polling</b>	Impact – compare before and out-turn user satisfaction	Pre and Post opening	Surveys of representative population.	Format of surveys and target demographics.
<b>Business Opinion Polling</b>	Impact – compare before and out-turn user satisfaction	Pre and Post opening	Surveys of business.	Format of business surveys.
<b>Active Travel User Satisfaction</b>	Impact – compare before and out-turn user satisfaction	Pre and Post opening	Surveys of pedestrians and cyclists.	Format of user surveys.
<b>Behaviour Change Participants</b>	Number engaged through the supporting behaviour change programmes	Post Opening	Number of participants	
<b>Behavioural Change Participant Travel Behaviour – Mode Shift</b>	Outcome – compare before mode choice to out-turn mode choice	Pre and Post Behaviour Change Initiative Delivery	Travel Surveys	Format of user surveys
<b>Value for Money</b>	Outcome – compare FBC BCR and out-turn BCR	Pre and Post opening	Calculated from AMAT workbooks.	Model forecasts, approach to post-opening modelling
<b>Emissions</b>	Modelled changes in NO <sub>2</sub> , PM2.5 and CO <sub>2</sub>	Pre and Post opening	Calculated from AMAT workbooks.	Model forecasts, approach to post-opening modelling

# 10. Action Plan

# 10. Action Plan

**This section of the Glossop Active Travel Masterplan will be completed following the consultation on the draft document. This will allow the community and key stakeholders to prioritise interventions and feed into the overall Action Plan. It will also allow any additional interventions to be identified through the consultation prior to the action plan being developed.**

## Funding

It is unlikely that sufficient funding will be made available from a single source to deliver all the components described in this Active Travel Masterplan. Funding would therefore need to be harnessed from a variety of sources, such as has been done in other locations across the United Kingdom through the combined use of Active Travel Fund, Levelling Up fund, Town Deal / Fund, Air Quality funds, and Shared Prosperity Funding, as well as S106 contributions linked to land-use developments. It is also understood that District / Borough community safety teams have funding which could be used to deliver some aspects of the Active Travel Masterplan.

A segmented approach to developing the Action Plan would mean that elements of the Active Travel Masterplan could be delivered earlier than other elements, as funding opportunities emerge.<sup>1</sup>



## Action Plan

**TO BE COMPLETED FOLLOWING CONSULTATION IN SPRING 2024.**

<sup>1</sup> Each of these funds are unlikely to continue in their current form, and so Derbyshire County Council would need to monitor opportunities to secure funding from potential successor funds.

